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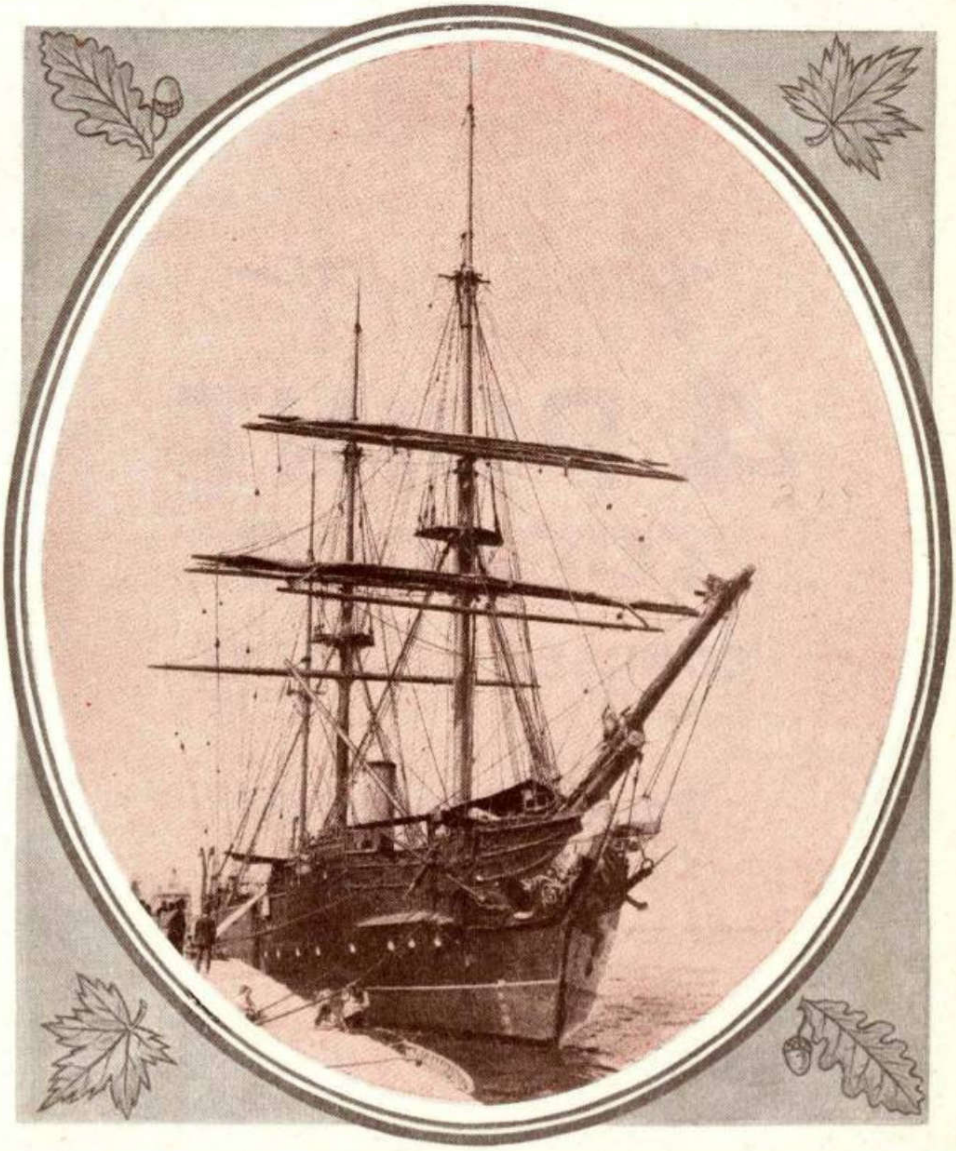
The Beaver

No. 1 OUTFIT 260 JUNE 1929



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The Beaver

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No. 1 OUTFIT 260 JUNE 1929

The Paymaster

THERE are many paymasters back of every pay-check—and back of yours are our customers, our visitors, our prospects, all those to whom we write—all the people through whose hands our goods may pass and all who have occasion to judge our service—down to the final recipient or customer of our goods.

The people from whom we buy—yes, even competitors into whose hands our goods may fall and be judged—all these are your paymasters.

Inasmuch as your work helps to determine the standards of quality and service for which we strive—and as the standards reflect credit to all who take part in the routine or conduct of this business—and because of the fact that your success depends first of all upon the success of those with whom you are associated—You, in the last analysis, ARE YOUR OWN PAYMASTER.

From "The Marland Service Man," by kind permission.

John Cabot

By GEORGE PENDLETON, Athabasca District

ON the second day of May, in the year fourteen hundred and ninety-seven, a small vessel cast off from a quay in the old city of Bristol, dropped down the winding Avon into the Bristol Channel and set a course westward into the Atlantic.

The tiny craft was the good ship *Matthew* of Bristol; and her master, John Cabot, with a crew of eighteen west country sailormen, was off to discover a new route to China and the Indies. He did not find the way of his dreams, but, after an uneventful passage across the Western Ocean, did on the twenty-fourth day of June discover a new country, on the shores of which, with due formality, he planted the Royal Standard of England and took possession of it in the name of His Most Excellent Majesty King Henry the Seventh. The new land was Canada, and the spot on which the adventurers landed was the northern shore of Cape Breton Island. Thus, to a Bristol ship and to a Bristol crew fell the honour of discovering the mainland of North America one year before it was sighted further south by Christopher Columbus and the ships of Spain. On his return to England, which was reached on August 6th, 1497, Cabot was granted by the King the sum of ten pounds sterling, and a few months later was

rewarded by a pension of twenty pounds per annum to be continued at the King's pleasure.

John Cabot was born in Genoa about the year 1450. Moving with his parents to Venice at an early age, he became a naturalized subject of the Adriatic Republic in 1476. As a Venetian citizen, he travelled much in the Levant and Northern Africa, and on one occasion even penetrated to Mecca, the holy of holies of the Mohammedan races. During his travels, he saw with wonderment the rich treasures that were carried across Asia by the caravan routes. Spices, silks, gems and perfumes, such as Marco Polo had romanced about, were displayed before him, but he found that the routes to the places of their origin in Cathay and the Indies were monopolized by Moslem traders. The sight of these treasures inflamed his desire to penetrate to the mysterious places whence they came. Suddenly there dawned upon him a means whereby he could reach those places. Was not the earth a sphere and if, as Marco Polo had said, a vast ocean stretched to the eastward of the domain of the Grand Khan, could not that land be reached by sailing to the westward? With this idea he approached the Courts of Spain and Portugal, but received no support. Finally, he removed to England in the year 1484, probably at first acting as agent for a Venetian trading house.

It was not long before Cabot became well and favourably known to the rich merchants of London and Bristol, and particularly to those of the latter city, then second only to London in importance and wealth. Bristol merchants were venturesome, and their ships sailed many seas. In the year 1496 his dreams began to materialize, as he obtained royal permission to sail to the westward and to take possession in the name of the English king any new land which he might discover. This permission held promise of much profit to the good citizens of Bristol, so the following year we find him furnished with a ship and crew wherewith to prosecute his bold adventure.

The first voyage, beyond proving the existence of a continent to the west, had not realized the hopes of its promoter. Nevertheless he still held to his dreams. China and the Indies, and the possibility of Bristol supplanting Alexandria as the western depot for Oriental treasures, still held their lure for English merchants. Henry was the first monarch of the Tudor line, a family which had not the slightest objection to mixing in commercial affairs so long as they were likely to prove profitable. He, too, saw possibilities in the project, and his interest in it had not been eclipsed by the first failure. He promised to finance another attempt, and did so to the extent of two ships and three hundred seamen. In 1498 Cabot sailed westward once more, this time bearing more to the northward, hoping to escape the landfall made on the previous voyage. He thus achieved the honour of being the first seaman to attempt to navigate the North-West Passage. After a while, ice impeded his progress, and apparently he reached the coast of what was afterwards named Baffin Land. Then he seems to have turned southward across Davis Strait and landed

on the southerly shore. It was afterwards stated that he traded with Indians there, but was disappointed to receive furs instead of the silks and spices which he had hoped for. If Cabot ever entered Hudson Bay, it must have been at this time; but we have no assurance of this. Unable to proceed westward, he sought to find Cipangu, as Japan was then called, and eventually, by skirting the coast line, he arrived in the latitude of Cape Hattaras and, as some say, Florida, from where he turned about and returned to England.

But little is known of Cabot's life after his return from the second voyage. He drew his pension in August, 1499, but after that he disappeared from view.

Cabot was a dreamer, but behind this aspect of his character dwelt an active, resolute seaman. He left no personal record of his life and travels for the benefit of posterity.

Bristol has several memorials to John Cabot, but the chief of them is the handsome tower on Brandon Hill which looks down on the scene of the departure of the seaman of whom the old city is justly proud. This erection was opened on September 6th, 1898, by the Marquis of Dufferin and Ava, an ex-governor-general of Canada, who was assisted by Lord Strathcona, High Commissioner for Canada and Governor of the Hudson's Bay Company.

S.S. Beaver

BY a peculiar coincidence, several items of interest have reached us recently regarding the S.S. *Beaver* from sources as wide apart as London, England, and Tacoma, Washington—some purely historical, others not so, but proving to us that the days of the charm, the fetish, the luck piece, the rabbit's foot are not yet over. Although so diversified in their subject matter, they have as their inspiration the famous old steamer *Beaver*, so we are reproducing them together.

S.S. Beaver on Rocks, Brockton Point

"Mr. F. A. Pauline, agent-general for British Columbia, furnishes additional details of the remarkable history of the steamship *Beaver*, to which he referred on Wednesday at the opening of the Arts and Crafts Exhibition of native Indian skill which is being held at the Imperial Institute.

"As evidence of the great skill of the natives of that province, a commentary on which appeared in *The Times* on Thursday, Mr. Pauline mentioned that the *Beaver* in 1860 visited a number of the coast villages

of British Columbia, and a month later, on revisiting one village found a miniature replica of herself putting off from the shore to meet her, with smoke from burning leaves issuing from a funnel and natives turning the paddle wheels, the craft having been constructed entirely by the local Indians. According to information in the archives of the library at Victoria, British Columbia, says Mr. Pauline, the *Beaver* was actually the first steamship that entered the Pacific Ocean. She was one hundred and one feet long, twenty foot beam, and the depth of her hold was eleven feet. She was built on the Thames, of oak and teak, and fitted with two steam engines of seventy-five horse power each made by Bolton & Watt. She was regarded as a wonder ship at that time, and her launching in 1835 was witnessed by King William IV and a crowd of 16,000 people. Following a trial trip to test her engines and her paddles, she was rigged as a brig to enable her to cross the Atlantic, round Cape Horn, and up the Pacific to Vancouver under sail. She could not make the journey by steam, for she had not enough room to carry coal for the voyage.

"Before leaving the Thames, therefore, the paddles were presumably removed and stowed away for refitting at Vancouver, where she arrived after an adventurous voyage of 163 days. She reached her destination in 1836, and her arrival was celebrated by the Hudson's Bay Company, for whose service she was built, arranging an excursion trip, in which many leading local men of the day took part—a notable event in the nautical history of the Pacific.

"After weathering the storms of the British Columbian coast for thirty-eight years, she was sold by the Company to a grocer at Victoria, Mr. Henry Saunders, who converted her into a tug. In 1888 she ran upon some rocks and was wrecked. Mr. Pauline points out, by way of tribute to the soundness of her construction, that when her engines were taken out they were still in good running order after fifty-three years' service, while her timbers were turned into souvenirs and sold to thousands of admirers of her history."

—*The Times, 30th March, 1929.*

"To the Editor of *The Times.*

"Sir: In your interesting account of the little *Beaver* in Saturday's issue no mention is made of the interlude in her career during which she sailed under the white ensign. She was acquired by the admiralty in the early sixties, and for roughly a decade was commissioned for the original survey of British Columbian waters under the command of my father, the late Captain Pender, R.N., whose name remains in island and creek. We still have in our possession her figurehead, carved in wood and presented by Indians (a realistic representation of a beaver, complete save for the ferocious whiskers of, I imagine, whalebone that I dimly remember as a child), which was sent home to him as a memento after he had returned to take up his appointment as chief naval assistant at the admiralty. The collection of offerings in the form of carved and painted headdresses, model totem poles, immense horn spoons, etc., together with a chief's mantle, which were made to him by Siwash chiefs at intervals during those years, is now in the British Museum.

Yours faithfully, URSULA LYON."—*The Times, 3rd April, 1929.*

"To C. H. French,

Fur Trade Commissioner.

"Dear Sir: In reply to your letter of March 25th in regards to the watch fob I found in the sand at the end of Commencement Bay some few years ago, which will be one hundred years old in 1935, I may say that this copper has been kept by me solely as a luck piece. As to the value, I realize it really has but very little, although there have been hundreds of people offer me small sums of money for it.

S.S. Beaver Memorial Tokens

"I own the Marmon automobile franchise in this territory, and soon after I found this copper—all in fun, as you will understand—I told the salesmen I would rub their ears with this precious 'luck piece' for fifty cents.

"Some of the boys who were having a little bad luck gave me fifty cents to rub their ears. For some reason their luck changed and they would start selling cars in a short time. In a short time it got around to salesmen throughout the city that if they would have Stewart rub their ears with his luck piece they would at once start selling cars. You will be surprised, and no doubt you will at least have a good laugh, when I tell you there are men to see me every day to get a rub with this wounderful luck piece. I have never rubbed an ear without getting my fifty cents, claiming should I do so I would lose my luck.

"I have one man who has been to my place every Monday morning for months for his rub. I have called up a few of the fellows, telling them about your letter, also telling them the price of a rub hereafter will be one dollar. They seem to be tickled that the price has gone up.

"Now, Mr. French, I do not think you would be interested enough to offer me what I would want for this luck piece, but I will tell you what I will do with you. It you will write me a letter assuring me the return of this copper, also that you will not rub anyone's ear unless you charge them fifty cents and will send the money to me, I will send the copper to you to look at. Then, if you care to make me an offer, all well and good; if not, you can return the copper and everything will be O.K.

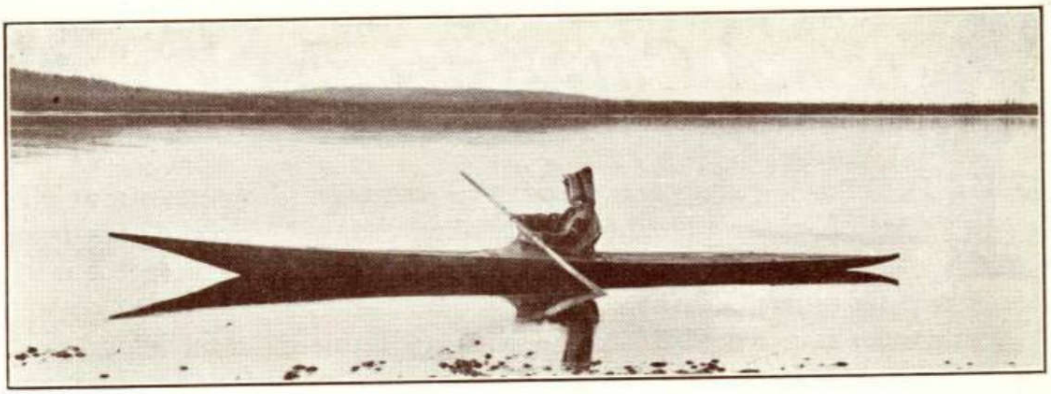
Yours very truly, (Sgd) E. T. STEWART."

According to information contained in a small book, entitled "History of the S.S. *Beaver*," by Charles W. McCain, small metal relics have been issued by Mr. McCain from time to time manufactured from copper and brass fittings secured by him while the S.S. *Beaver* was on the rocks at the entrance to Burrard Inlet, Vancouver, B.C., the first of these metal relics consisting of an issue of 226.

The coins were one and eleven sixteenths inches in diameter and weighed one and one quarter ounces. The second issue was one and three eights inches in diameter and weighed three quarters of an ounce. This issue had the impression of the steamer *Beaver* on one side and that of the *Santa Maria*, Columbus' ship of 1492, on the other. These tokens were issued as World's Fair souvenirs during the years 1892-1893. The above token is apparently of a still later issue referred to by Mr. McCain in his book. In 1888 the *Beaver* ran onto the rocks at the entrance to Burrard Inlet, and the date 1892 shown on the token is that of the year in which the *Beaver* broke up and sank.

John Cabot

We are indebted to the artist, Mr. Ernest Board, R.W.A., of Albury, Surrey, England, for permission to reproduce in black and white in this issue one of his famous pictures. This depicts John Cabot and his son, Sebastian, receiving the blessing of Abbot Newland (Nailheart) and the farewell of the Mayor of Bristol. The good ship *Matthew* has her sails emblazoned with the Bristol and Royal Arms. The quays are thronged with citizens and with relatives and friends of the crew. The wife of John Cabot is being reconciled by a nun to her parting with husband and son.



Eskimo Kayaks

By E. RENOUF, Lac la Ronge Post, Saskatchewan District

THESE slender skin-covered craft are as essential to the Eskimo in his daily avocation of providing food for his family as the canoe is to the Indian, and they are in constant use from "break-up" to "freeze-up" wherever Eskimos are found. Wood being extremely hard to come by in the Far North, the Eskimos have to rely largely upon the flotsam of the beach, supplemented by their scant store of ivory, in the construction of the framework for the kayak, and it is no uncommon sight to find a frame made up of hundreds of pieces of wood skilfully spliced and lashed with rawhide, reinforced with pegs of walrus ivory.

Kayaks vary in length between eighteen and twenty-five feet, their width not exceeding thirty-six inches at their widest part just back of the cockpit, from where both bow and stern taper off to points. The framework is made entirely by the men, who leave the covering to their women-folk, and, as the green hides of the hair-seal have to be sewn on before drying, it is customary to find four or five seamstresses engaged on the task; only the skins of seals killed in the fall or during the winter are utilized, as the hide of the spring seal is not so durable.

The hides are stretched as much as possible whilst being sewn over the frame, and sinew is used throughout, all joints being thoroughly chewed to insure their being waterproof. This skin casing is renewed each season, the old one being used for tepee coverings, dog harness and hunting bags.

Frail looking and tiny as these craft are, they are capable of withstanding immense seas and will carry very respectable loads. They have been known to disgorge, besides the owner, his consort (most Eskimos are monogamous) and progeny, a dog or two and bundles innumerable.

The craft is propelled with long, steady and alternate strokes of the slim double-bladed paddle in the hands of the Eskimo seated in the bottom of the small cockpit facing the bow with legs extended along the bottom of the Kayak, which aids in balancing the none too steady craft. As in most small boats, the most likely moment for the unwary to receive a ducking is while embarking and disembarking.

A Cat-Astrophe

By ARABUS

THE following is an entry from the journal of daily events at Desolation post: "Dec. 6th—Cat died today." Behind this brief statement lies a true but somewhat tragic tale—in fact one of those "silent dramas" of the North.

Tam, who is a frugal Scotsman, was apprenticed to an inland post last summer. Being one of those individuals who believe in fresh air, Tam wore no hat or cap, and whether it was the cost of head-gear that made him adopt this fashion I know not, but with the coming of late fall with its biting winds and flurries of snow which presage the advent of winter, Tam's fresh-air enthusiasm began to wane and he realized that unless he procured a cap of some sort he would freeze his ears. Being in the fur trade, it was but natural that his choice should turn to a fur cap. There were fur caps to be had in the store, but Tam, with true Scottish frugality, decided that he could not afford to buy one.

Some of the natives at Desolation post possess pussy cats, and it occured to Tam that, if he could but secure one of these, his difficulty regarding the cap problem would be solved. So it is reported that Tam could be seen prowling around at nights with cat-like tread on the hunt for a stray cat, until the natives grew suspicious that Tam had some deep-rooted dislike of cats, whereas he is really of gentle disposition and likes animals—cats in particular.

Now, it so happened that there was a cat at the post; but Tam had always looked upon it as the Company's property, so it had not been included in the list of his possible victims. But, with the weather daily becoming colder, Tam began to grow desperate, and it was then that his thoughts focussed on the "house" cat. This cat was a nice shiney black creature, and, thought Tam, would make an excellent fur cap; but killing it and still keeping his conscience clear was a problem. Tam could not bring himself to commit the murderous act, yet he wanted a cap badly.

As is general in all dramas, the climax came quickly. It happened one day while the post manager was away on a trip. Tam was busy serving some Chipewyans in the store, when in walked one of them with murder in his eye. It appears this native had been "coveting his neighbour's wife"—the old, old story—and had just been chastised by the aggrieved husband. Turning to Tam, he exclaimed, "I'm so mad I could kill anything." "Fine," said Tam, "You're just the man I'm looking for. Come awa' up to the hoose and kill a cat." Before the astonished native had time to calm down, Tam showed him the victim and said, "Go ahead; it'll relieve your pent-up feelin's." And the deed was done. Tam returned sadly to the store, and in the daily journal calmly wrote, "Cat died today."

Oh yes! Tam wears a fur cap, for Tam is a fur trader.

Chief Trader Alexander Hunter Murray and Fort Youcon

By ROBERT WATSON

IN the last issue of *The Beaver* were produced two clever etchings by Alexander Hunter Murray—one of Upper Fort Garry and the other of York factory. Mr. Murray was an officer of the Company for many years. He was born at Kilmun, Argyllshire, Scotland, in 1818, and when a young man emigrated to the United States and served with the American Fur Company, with whom he had evidently a wide and far-travelled experience. About 1845 he came up from Missouri to Fort Garry and entered the service of the Hudson's Bay Company.

His fame rests chiefly on his trip to the Yukon, where he was sent by the Company in 1847 to establish what was then the extreme outpost in the service, Fort Yukon, in Russian Alaska territory.

Alexander Hunter Murray's "Journal of the Yukon 1847-48" has been published by the Canadian archives. It contains much valuable information regarding the Indians of that territory and throws considerable light on the fur trade operations at that point and period. This journal contains numerous of the author's own drawings.

Seeing the etchings in last issue of *The Beaver*, Sheriff Colin Inkster wrote some interesting sidelights on Chief Trader Murray in a letter to the editor, part of which is here reproduced:

"I was pleased to learn that you had a sketch of Fort Garry by Alexander Hunter Murray, made in 1845. That was the year that he, accompanied by two others, rode across from the Missouri country, where he had been employed in the American Fur Company. His companions were French Canadians. When they stopped at the Red river, the two French Canadians stayed among their countrymen settled on the Red river.

"Mr. Murray had been told that there was a Scottish settlement farther north, so he rode on until, as he himself has told me, he saw some stacks of grain in a barnyard, and said to himself, "The man who owns these stacks must have some bread to eat." So he went down to the farmhouse and asked if he could be taken in, saying that he was a stranger in the country and had arrived from the south. The name of the man to whom he spoke was John Inkster, my father. He stayed in the house until the arrival of Governor Simpson, either in June or July. He wrote a letter to Sir George applying for a position in the Hudson's Bay Company, and, on the strength of that letter, he was hired as a clerk and went north to the Athabasca country."

Chief Factor Robert Campbell in his notes makes the following interesting comments on Chief Trader Murray:

"Mr. Alex. Hunter Murray was the son of Commodore Murray, R.N., of the famous old firm of publishers in Glasgow and which is still flour-

ishing there, for who has not seen or heard of the *Murray Railway Guide*. He was a clever man, of no ordinary talent and ability, was an artist, engineer and surveyor, and in fact was an adept at almost anything he turned his attention to, and was withal a most genial companion, well informed on any subject and had such pleasing conversational power that it was no ordinary treat to spend 'a night at home' with him.

"He made a sketch of the Porcupine river which I had inserted in the Company's map to put a finish to the map of my round trip. He also drew and wrote some sketches of the Youcon Indians which he gave to Sir John Richardson, which were contained in that author's "Overland Journey." I got permission in writing both from Mr. Murray and Sir John Richardson to use these notes should I publish my notes, but unfortunately my permits were burned with my other valuables.

"Mr. Murray in early life went to the United States and for some years was on the Mississippi or about St. Louis. He then went up the Missouri river and entered the American fur trade. Leaving that, he crossed Red River Settlement and joined the **H B C** and served in different places till within a few years of his death, having attained to the rank of chief trader."

Other notes on the life of this Hudson's Bay Company officer are to be found in the introduction of his "Journal of the Yukon," written by Lawrence J. Burpee, F.R.S.C., F.R.G.S., where he tells us that Murray was appointed to the Mackenzie River district, then in charge of Chief Factor Murdoch McPherson. There he met Anne Campbell, daughter of Chief Trader Colin Campbell of the Athabasca district, and after a brief courtship married her. The young couple wintered at Fort McPherson. Then Murray left Fort McPherson on 11th June, 1847, on his mission to build Fort Yukon, his wife remaining at Lapierre House.

He experienced some difficulty in deciding on a site, but finally settled on a point about three miles above the mouth of the Porcupine river on the east bank of the Yukon, within Russian territory. Here he built the fort. It consisted of a store in three compartments (shop, store and fish store), dwelling with two bedrooms, office, hall and kitchen, men's house in three compartments, a boat shed and a meat scaffold, all surrounded by strong pickets consisting of good-sized trees peeled and squared on two sides, fitting closely, fourteen and a half feet above ground and three feet under ground, making, according to Mr. Murray's journal, a solid wall secured together by being morticed into a solid frame along the top and in the foundation. The bastions, four in number, were strong, roomy and convenient.

Murray reported the early arrival of Indians with more furs than he could pay for in the goods they desired. Beads and guns were in greatest demand.

Russian trading goods in this district were then blankets, capots, cloth, powder horns, knives, fire steels, files, iron hoops for arrow heads, iron pipes, common arm bands, awls, rings and small brass coins with

which the Indian women fringed their dresses, guns, kettles (sheet iron and copper).

The Indians about Fort Yukon, according to Murray, were *Kootcha-Kootchim* (People of the Low Lands). The chiefs were young men, and none was considered such until he had two hundred skins worth of beads.

In a foot-note, L. J. Burpee quotes George M. Dawson as stating that the "returns" from such posts as Yukon did not reach the markets until seven years after despatch of the trade goods from England—first year, trade goods reached York Factory; second year, Norway House; third year, Peel River and on to Lapierre House during winter; fourth year, Fort Yukon. Then the "returns"—fifth year, Lapierre House; sixth year, at depot at Fort Simpson; seventh year, reached the market. From this it is evident that the profits on one transaction, spread over a seven-year period, became sadly reduced on a percent per annum basis.

The Company remained in peaceful possession and trade until Alaska was sold by the Russians to the United States in 1867, soon after which notice to vacate was served on the Hudson's Bay Company, as the station was then within United States territory and the introduction of trading goods, or any trade by foreigners with the natives, was illegal and had to cease.

The Company moved up the Porcupine river to the Ramparts. Here they built Rampart House, which was moved later on two separate occasions to ensure of its being well within British territory.

Alexander Hunter Murray left Fort Yukon in 1848, joining his wife at Lapierre House. He apparently returned to Fort Yukon with Mrs. Murray; then in 1851 he returned to Fort Simpson.

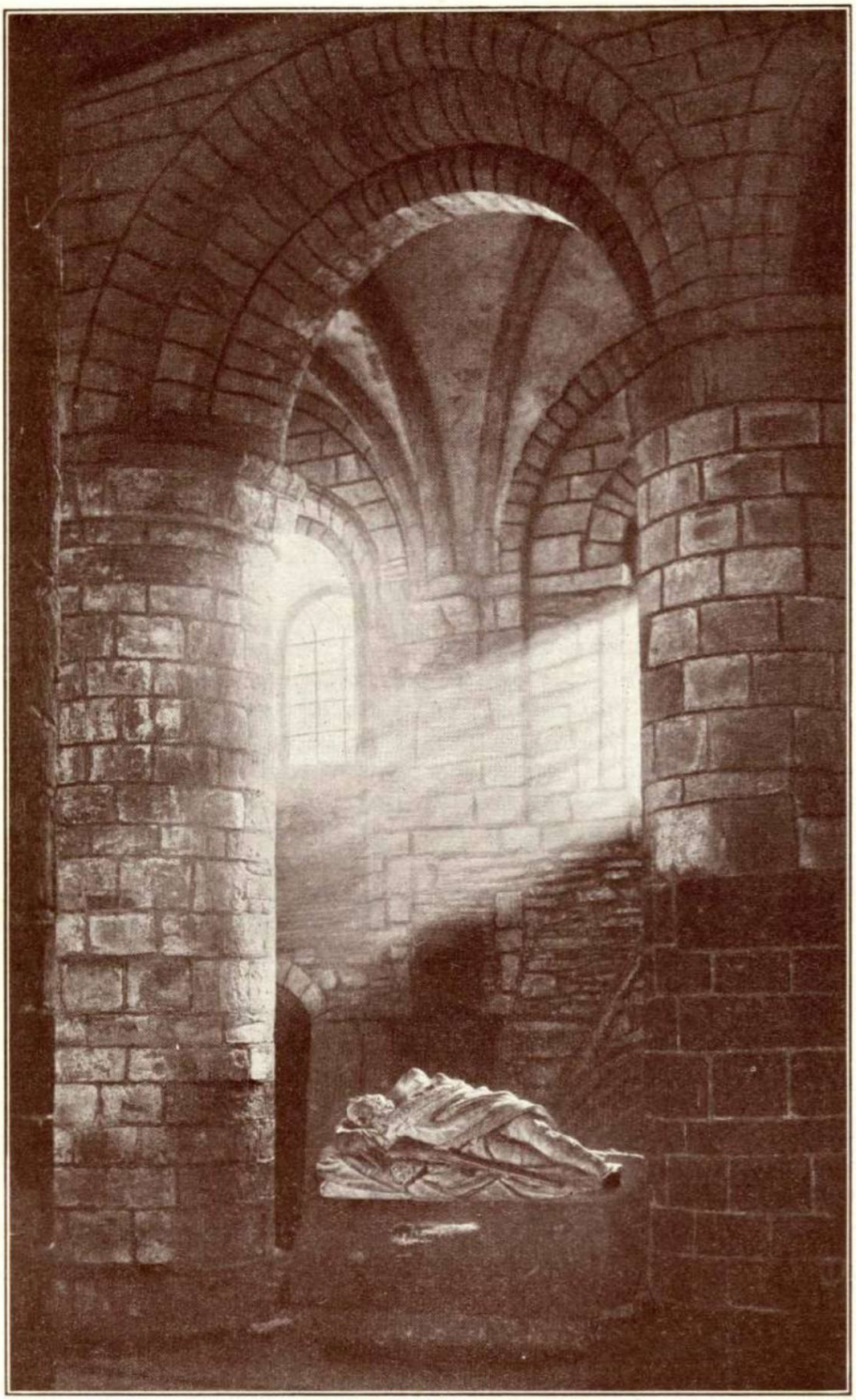
In 1852 we find him at Fort Garry with his wife and several children who had been born in the north country. He was sent to Fort Pembina in the winter of 1852, and remained in charge there for several years. Later on he managed the district of Lac la Pluie for the Hudson's Bay Company. He returned again to Fort Pembina and was made chief trader in 1856.

In the following year he visited his old home in Scotland.

He was in charge at Fort Alexander for a time; then, in 1862, Chief Trader Murray was placed in charge of Lower Fort Garry, where he remained until 1864. He retired from the service in 1867 and died at his home, Bellevue, near Lower Fort Garry, in April, 1874. He had three sons and five daughters. His eldest daughter, Helen Hunter, became the wife of Chief Trader W. J. (Big Bear) McLean, of the '85 rebellion fame.

Chief Trader Alexander Hunter Murray's wife, Anne Campbell Murray, was born at Dunvegan in 1822 and died near Lower Fort Garry in 1907.

The full page photograph of the monument to Dr. John Rae reproduced in this issue is from a copy kindly loaned us by Mrs. James Thomson, of Winnipeg.



Monument in St. Magnus Cathedral, Kirkwall, to John Rae, H B C, M.D., LL.D., F.R.S., F.R.G.S.
Reproduced from photo loaned by Mrs. James Thomson, Winnipeg

S.S. Pelican

THE subject of our cover picture this issue is the famous S.S. *Pelican*, at one time a British man-of-war and sister ship to the still more famous S.S. *Condor*. The *Pelican* (289 tons burthen) was purchased by the Hudson's Bay Company from the British admiralty at Devonport in January, 1901, to replace the Company's S.S. *Erik*.

Captain Alexander Gray was in command of the ship during each voyage from 1901 to 1908 inclusive, with the exception of the voyage of 1905, when G. F. Lovegrove was in command. A. Cleveland Smith commanded the ship from 1909 to 1914, while G. H. Mead was in command in the early part of 1918 and was succeeded later in the year by Captain A. Borras. R. Bergner was the commander of the ship on her last voyage to the Bay in the Company's service, which took place in 1920.

In 1905 the *Pelican* ran aground near Cartwright and incurred considerable damage. Consequently she had to proceed to St. John's, Newfoundland, for repairs, which occupied from 9th August to 22nd September before she was able to proceed on her voyage to the northward.

The new post of Wolstenholme was established by the *Pelican* in 1909, where she remained from 12th August to 23rd August. During this voyage she lost both rudder and propeller.

In 1911 the *Pelican* established posts at Chesterfield Inlet, where she remained from 3rd September to 9th September, and at Lake Harbour, 17th to 23rd September.

In 1915 the *Pelican* was employed in taking cargo across from New York to the United Kingdom.

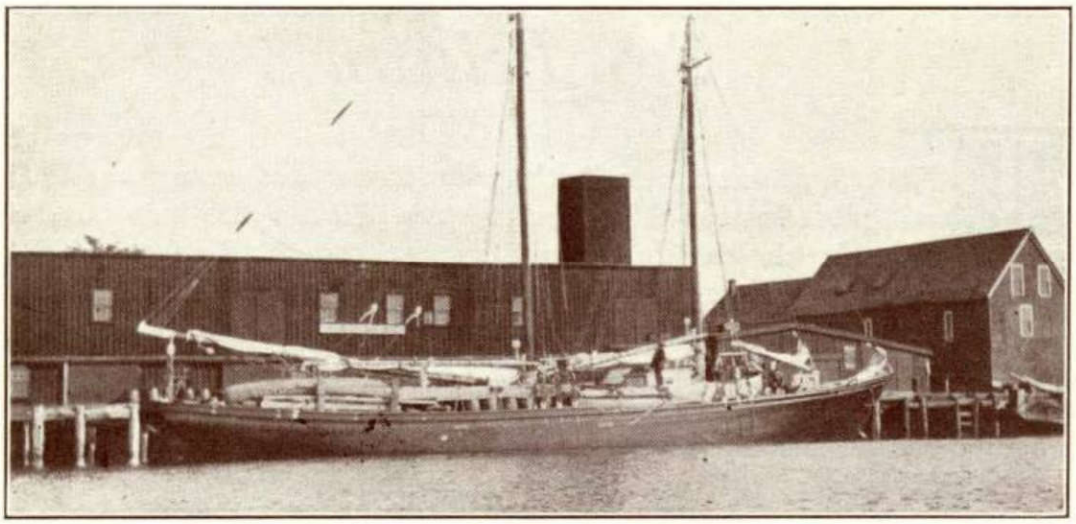
From December 1915 to April 1918, this vessel was engaged in war service for the French government; was used as a coastal steamer and made continuous voyages to French ports, carrying war necessities.

During the period April 1918 to September 1918, she made a trip to Cardiff, Montreal, Quebec, Cardiff, for the British government, and whilst on her homeward journey on the 26th August, 1918, she successfully beat off an enemy submarine. The admiralty made an award to the master and men, writing as follows: "Awarded for gallantry and good seamanship on the occasion of the attack by submarine on your S.S. *Pelican* on the 26th August, 1918."

From September 1918 to May 1919, the vessel again acted as a coastal steamer for the French government.

In 1920 the *Pelican* lost her propeller blades and had to be beached in Lake Harbour, where she remained from 6th to 23rd August. She eventually arrived in St. John's, Newfoundland, on 28th September, 1920. She was sold by the Company for breaking up in December, 1921, and has been lying in Sydney harbour, N.S., until recently.

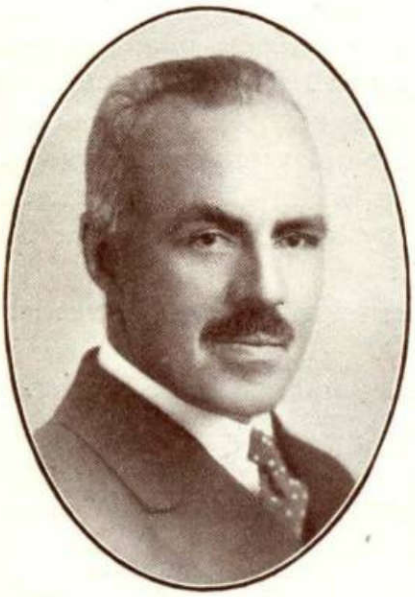
Three lifeboats of the S.S. *Pelican* were presented to the Montreal branch of the Navy League of Canada in 1919.



M.S. Fort James

Welcome to General Inspector Hugh Conn

THE Fur Trade Commissioner, Mr. Chief Factor C. H. French, was host at a dinner at the Manitoba Club on 26th March welcoming General Inspector Hugh Conn and Richard Bonnycastle home, on their return from the Arctic by dog train. Representatives were present from the various departments—Fur Trade, Land, Stores, Wholesale and Accounts, also from the H.B.C.O.S. and Canadian Committee office. Others present included Mr. R. J. Gourley, of the Canadian Committee, Mr. D. H. Laird, K.C., District Manager A. B. Cumming and Post Managers Aldous and Talbot.



Hugh Conn

Mr. French spoke of the remarkable feats of northern travel accomplished by General Inspector Hugh Conn within recent years in the course of his everyday work, and expressed the feeling that some slight recognition, such as this dinner in his honour, was due him. He spoke of the splendid work Mr. Conn had done, work that would go down in history and rank with the journeys of the earlier fur traders and explorers. Commissioner French gave a short resume of some of Mr. Conn's recent travels.

Leaving Winnipeg in June, 1927, in company with Mr. Bonnycastle, Mr. Conn journeyed, via Edmonton, to the head of

navigation at Fort McMurray, thence seventeen hundred odd miles through northern waterways to the Arctic Ocean and Herschel Island. Here, joining the Company's steamship *Baychimo*, both voyaged east to Cambridge Bay on Victoria Land and back to Baillie Island, where Mr. Conn disembarked from the ship and turned east once more. By schooner and dog train he traversed the famous Northwest Passage clear to the other side of Arctic Canada and, visiting all posts *en route*, returned to Winnipeg *via* Fort Churchill and York Factory on May 16, 1928, thereby accomplishing a journey of nine thousand miles all told, four thousand of which were with dogs and under Arctic conditions. His only complaint was that he had been lost for three days in an Arctic blizzard.

After a month in Winnipeg, Mr. Conn and Mr. Bonnycastle returned to the Arctic by Edmonton and Mackenzie river, voyaged on the *Baychimo* to Cambridge Bay, returning to the Mackenzie delta, whence they travelled up the Mackenzie river two thousand miles to Waterways, fifteen hundred miles of this journey being by dog train. They inspected all Hudson's Bay Company posts *en route* and reached Winnipeg on the morning of 25th March—a remarkable journey, much more remarkable in the performance than in the recounting.

Commissioner French referred to the Company's small auxiliary schooner *Fort James*, which was instructed on 17th July, 1928, to sail from Newfoundland through Davis Straits, Baffin Bay, Lancaster Sound, Peel Sound, and Franklin Straits to the south end of Boothia Peninsula, and there to winter. On the 12th day of September last, the captain of the little craft reported that he had carried out his instructions and was safely in winter quarters near the Magnetic Pole. Constant wireless communication has been maintained with the little vessel which has so successfully performed, unheralded, the feat accomplished by Amundsen amidst world acclaim in 1905 with his ship the *Gjoa*, now on exhibition in Golden Gate park at San Francisco.

Continuing, the commissioner stated that the Company has also attempted the Northwest Passage overland and that a tractor has successfully crossed this winter from Wager Inlet to Cockburn Bay, and that we can therefore announce to the world that it is now possible for the Hudson's Bay Company to transport supplies from the eastern to the western Arctic every year independently of ice conditions.

R. J. Gourley read the following cable of welcome from Mr. Charles V. Sale, Governor of the Company in London, England: "Please convey to Hugh Conn and Richard Bonnycastle the good wishes of the Governor and Committee and their congratulations upon returning to Winnipeg after accomplishing under winter conditions a journey which will rank with the great achievements of their predecessors in the Company's service." He also read a characteristic message from the Chairman of the Canadian Committee, Mr. G. W. Allan, K.C.

Other speakers were Messrs. W. H. Cooke, H. F. Harman, E. H. Gamble, R. A. Talbot, F. H. Aldous and R. Watson.

Superior-Huron Trading Posts

By FACTOR J. BARTLEMAN

SUPERIOR-HURON district is the new name under which the combined districts of Lake Superior and Lake Huron are now known. These two districts were amalgamated as from 1st June, 1927, under Factor J. Bartleman, but the new name was only applied as from 1st June, 1928. The district office at Fort William for the Lake Superior district was transferred to North Bay in June, 1927, at which place the Lake Huron district office was already located.

Sioux Lookout H B C Store

There are thirty-two posts and eight outposts, of which fifteen are situated on the railway line and thirteen situated inland, all in Ontario. Also six on the railway line and six situated inland in Quebec.

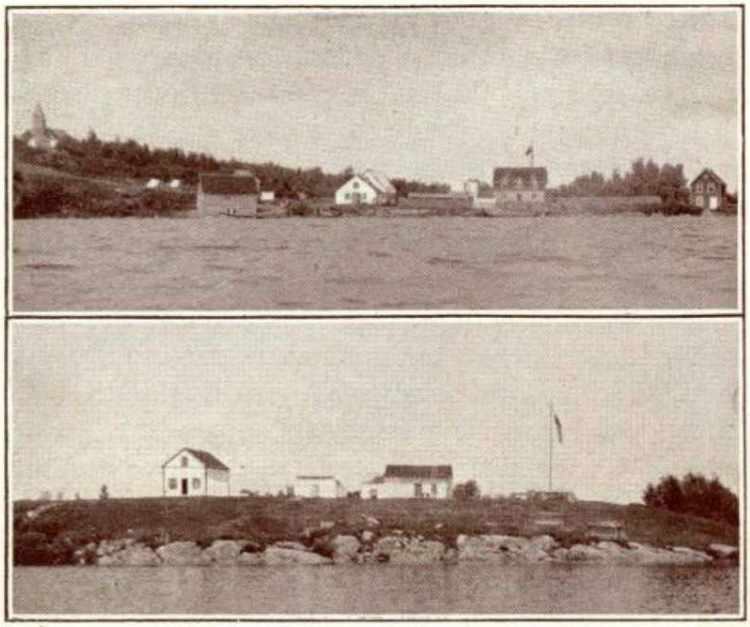
Mining activities are going on at the great majority of the posts, such as Sioux Lookout, Hudson, Pine Ridge, and Red Lake posts, all in Ontario, at which mining activities have been in operation for several years, and at which a mine is reported as likely to produce before long in the country known as "Red Lake." At Fort Hope, Bucke, Osnaburgh and Cat Lake, also in Ontario, recent finds have occasioned a bit of a rush into these vicinities. La Sarre and Senneterre posts are both in the districts of Quebec, in which big prospecting is taking place, such as at Rouyn and Kirkland Lake, and other points not yet so well known to the public.

Minaki, Temagami and Nipigon, situated in Ontario, are recognized popular tourist resorts, the first mentioned being well known to the people of Manitoba, Temagami being visited mostly by Americans, and Nipigon noted as the fishing sportsman's paradise.

Dinorwic and Missanabie are two noted old posts deprived of much of their old splendour by the incoming of railway transportation. These two posts, like Nipigon, stood out in all their glory in the earliest days of the Canadian Pacific railway, when all posts to the north were served through them. Long Lake, Mattice, Gogama, Montizambert, Allenwater, and Graham are new editions of older and now abandoned posts, such as old Long Lake, Brunswick, Flying Post, Matagami, Fort Matachewan, Pic River and Michipicoten. Grand Lac and Barriere posts are situated in Quebec, between the Canadian National and Canadian Pacific railways, north of Ottawa, also Woswonaby north of the Canadian

National railway and are gradually being encroached by incoming railways and mining and power development schemes.

Lac Seul post, although surrounded in all directions by railroad facilities, mining activities in the north, airplane, tractor and all other such modern means of transportaton, still trades with the Indians in the older fashioned way.



Osnaburgh and Grassy Narrows Posts

Lansdowne House, which is the new name given to the old Attawapiskat outpost under Fort Hope, is far removed from civilization, although with the mining development taking place in the Fort Hope area, and adoption of freighting by horses in that territory, Lansdowne House is fast becoming another of the closer-in posts.

Island Falls post is situated in Ontario on the new branch of the Temiskaming & Northern Ontario railway, north of Cochrane, and which railway is now ninety-seven miles beyond this last mentioned place, and about the same distance from Moose Factory.

Grassy Narrows, English River, Ogoki and Nipigon House posts are still untouched by railroads, the first three mentioned being situated north of the Canadian National railway, and the last mentioned south. Nipigon House is an old established post, and formerly took care of the trading of a vast territory to the north which is now served by posts more recently established. The other three have been more recently established and take care of territory abandoned by James Bay district.

The combined district has a great history, if only it were known and could be repeated. Towns are gradually springing up here and there, big power developments are taking place on the many great waterways, huge quantities of lumber and pulpwood are being cut, and lastly, Canada's greatest mining belt passes through the northern section of the district. All of this is taking place in that territory which not many years ago was the unmolested hunting ground of the Indians, and where Hudson's Bay traders mushed their way once a year or so from different outposts situated in the north to such posts in the south as Dinorwic, Nipigon and Missanabie, still operating.

Concerning Commissions

By HERBERT DUNK, Hudson's Bay Company, London, England

THE following passage occurred in a well known magazine published in the United States: "The Hudson's Bay Company was the nursery of strong men who left a definite impress upon their time. Out of a factor's hut in lonely Labrador came Lord Strathcona, the one-time Scottish immigrant who became a master railway builder and high commissioner from Canada to the court of Britain."

The offices here referred to by no means represent, of course, Lord Strathcona's greatest successes, for we know that, besides other high honours, he also attained the Governorship of the Hudson's Bay Company, and thus, though not "born wi' a silver spoon in his mouth" but "wi' a wudden ladle," followed a long line of eminent men, beginning with princes of the royal blood, of whom one became King of England.

How did Donald Smith rise from the ground to the top of the tree?

The reply is, through his determination "to seek, to strive, to find and not to yield."

We must cultivate these qualities, and if, as Manilius says, we "spread our sails to propitious winds," we, like Lord Strathcona may reach the topmost branches of the tree. (See *The Beaver*, March, 1928.)

We must "question not, but hoe and labour, till yon goal be won," and, having won the goal, we may then be made "commissioned officers."

Officers are, of course, "commissioned" through a formal document, which, in the case of the Hudson's Bay Company, is an attractive and quaintly worded portion of parchment.

His Majesty the King, as the sovereign power, issues commissions to gentlemen of his navy and army, and the King, in the person of Charles II, delegated in 1670 a certain part of his royal prerogative to the Hudson's Bay Company to be used in the great territories over which it received authority to exercise jurisdiction.

Under this king-given right to commission its officers, the Company in 1672 commissioned Charles Bailey as governor of Fort Charles, and has issued its commissions down the long years since that date.

The words of the charter are interesting in this connection. It provides that the Governor and his co-adventurers shall have ". . . full power and authority to appoint and establish Governors and all other officers to govern . . . lands, islands, territories, plantations, forts, fortifications, factories or colonies where the said Company's factories and trade are or shall be . . . ." And then empowers the Company to "choose commanders and officers over them and . . . give them power and authority by commission under their common seal. . . ."

Every commission granted by the Governor and Committee recites this "power and authority" and thus makes known that the appointment it confers rests on a solid foundation.

Few changes have taken place in matters relating to the conferment of commissions, and nowadays, as a century ago, commissions issue to chief factors, factors, chief traders and junior chief traders.

The form of commission is practically the same in all cases, and runs as follows:

"By virtue of the power and authority to us given by King Charles the Second by his letters patent under the Great Seal of England bearing date the second day of May in the twenty-second year of his reign, we do hereby constitute and appoint you to be our Chief Factor of and all factories and places thereto belonging. You are therefore carefully and diligently to discharge your duty as chief by doing and performing all and all manner of things (not being contrary to law) which you shall judge necessary or convenient for our service and advantage and the promotion of our trade and all other matters and things to the said duty belonging within the limits of your commission and to observe the conditions and agreements contained in the indenture entered into with you bearing date the day of .

"And we do hereby order and direct all our officers and servants within the limits of your commission to obey you as their chief commander and you to observe and follow all such orders and directions as you shall from time to time receive from us, the Governor, Deputy Governor and Committee of the Company or our successors for the time being and all orders issued by our resident Governor or Commissioner.

"Given under our common seal the day of in the year of our lord .

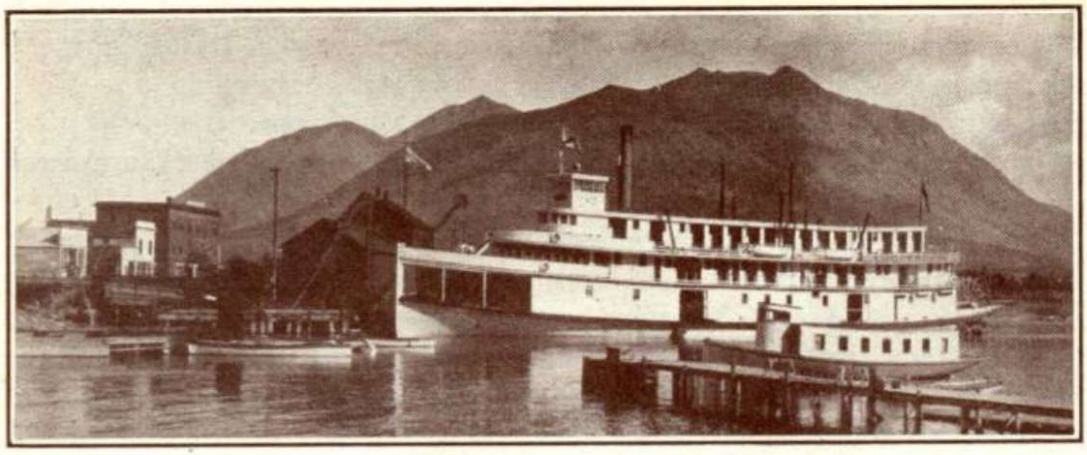
"By order of the Governor, Deputy Governor and Committee of the Hudson's Bay Company. Governor."

This is, of course, an interesting and valuable document, and every commissioned officer naturally prizes the piece of parchment on which it is engraved.

As the smallest child is a potential man, so may even the youngest apprentice "that came so small and thin" "grow so monstrous now," and when he has earned his commission he will sense that feeling of satisfaction which is so well expressed in the old proverb of 1639, that "if a good man thrive, all thrive with him."

"A really sensible person rarely has to be placated."

If I had the opportunity to say a final word to all the young people of America, it would be this: Don't think too much about yourselves. Try to cultivate the habit of thinking of others; this will reward you. Nourish your minds by good reading, constant reading. Discover what your lifework is, work in which you can do most good, in which you can be happiest. Be unafraid in all things when you know you are in the right.—*Dr. Charles W. Eliot.*



S.S. Tutshi at Carcross

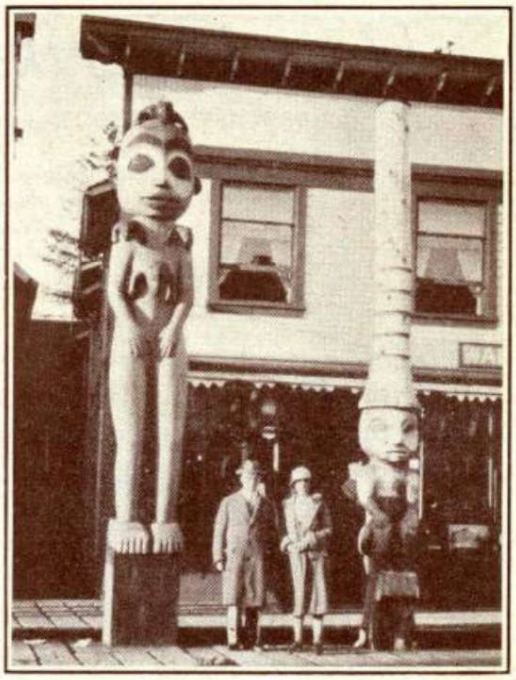
A Trip to Atlin

By F. S. GARNER, Hudson's Bay Company, Vancouver, B.C.

DID YOU hear the cry? It was voiced by thousands of men and women who came to Vancouver as the outfitting and sailing point to the gold fields in '98. Captains left their ships; counts and their wives started the trip with silk hats and silk dresses, and when the old *Cottage City*, with her miscellaneous cargo of men and women, horses and dogs, etc., left for the North, she was a great sight.

I had always promised myself that some day I would take that trip, and the chance came last year. I boarded the S.S. *Prince Rupert* on Monday, August 13, at 7.45 p.m. Gayly coloured streamers were being thrown from the ship to friends on the dock and the ship's orchestra was playing lively tunes. Half an hour on the way, and Point Atkinson loomed on the starboard bow. Late at night we touched at Powell River, the home of the largest paper making plant on the Pacific coast, with a daily output of four hundred and seventy-five tons of paper, and an annual consumption of more than a million feet of logs. Leaving Powell River, we passed the fishing village of Quathiasca Cove, through the Seymour Narrows, never losing sight of land until we reached Ocean Falls, a regular company town. The only things not belonging to the company were the government offices. This is the home of the Pacific Mills, Limited, producing two hundred and fifty-five tons of newsprint daily in addition to wood pulp. Leaving Ocean Falls about 8.30 p.m., we passed the Indian village of Bella Bella, the cannery site of Butedale, up the Skeena river into the sheltered harbour of Prince Rupert. Here we stayed for six hours. This city has a population of 6,000, with post office, a fish and cold storage plant that has a capacity of 14,000,000 pounds, great grain elevator, Indian totem poles, and in the park is a large anchor said to have been lost from the S.S. *Beaver*. Leaving Prince Rupert, we bound across Dixon Entrance for Ketchikan, our first Alaskan port of call, a great fishing town, with a population of 6,000 and possessing

a number of good shops. The people are as stylishly dressed as in cities farther south, and the fashion of above-the-knee skirts and bobbed hair is as closely followed here as in other American cities. From Ketchikan we wended our way west by north towards Wrangell. Wrangell is one of the oldest communities in southeastern Alaska, with a population of 1,500. Fishing and trapping are its sources of support. The original home of Chief Shakes is still intact. Here the potlatch is held, and a fine collection of guns, beadwork, totem poles, and other Indian relics is to be seen.



Totem Poles Wrangell

Passing through Wrangell Narrows, St. Peterburg, a little fishing village, is passed on the right. Miniature icebergs were encountered as the steamer entered Frederick Sound, and Taku Glacier, one and one quarter miles wide, two hundred feet high, and extending fifteen miles back, came into view. It gives one a thrill that is almost overpowering. It is a live glacier, and sometimes casts another berg into the sea at the sound of the ship's whistle. In a little while Juneau was reached, the capital of Alaska, a city of 4,500 people, the home of the famous Mendenhall Glacier, and the gold creek that started the gold rush of '98. Many large mining companies have operated here and paid millions in dividends. Leaving Juneau, we pass through the Lynn Canal, and in less than an hour we entered Skagway, which during the Klondike rush had a population of 15,000. This is where Soapy Smith operated, putting the fear of the Lord into everyone in that district. Here wonderful flowers grow—pansies three inches across. From here we took the White Pass and Yukon railway to Carcross, the road running parallel to the trail of '98, by the shores of Lake Bennett, passing the wonderful Bridal Fall, the Dead Horse Gulch, over the cantilever bridge, caged in on both sides by mountains that pierce the clouds. Arriving at Carcross, the steamer *Tutshi* was waiting to take us down the Taku Arm to Ben-my-Chree, a trip of ceaseless thrills, where moose and cariboo thrive in great numbers and were frequently seen *en route*.

The trip back to Vancouver was equally as wonderful from a scenic point of view, the mountains and glaciers were viewed from a new angle and frequent schools of seals and whales were passed.

My wish of '98 has now been gratified. Memories of a rarer kind of "gold" are indelibly written on my mind.

How It Strikes a Newcomer

By WM. FERGUSON, Hudson's Bay Company, London, England

All I believed is true!
I am able yet
All I want to get
By a method as strange as new:
Dare I trust the same to you?
—Browning.

FROM a comparatively early age—when, in fact his chief concern should have been the latest one-step, or some kindred malady—the writer became afflicted in another way. He decided to follow the swallow, or the whale if necessary, but at any rate locate that part of the planet where the true romance forever dwelt or else he would discover some definite policy to which it was always attached. Ah, the optimism of youth!

So was he led to make voyages upon the sea, and in time to learn to love that great clean element, and to gather an enhanced respect for the seafolk, their history and traditions. But, as you've already guessed, he never found the happy isles of his quest; instead, he found the truth of Kipling's lines—

"They're just beyond your skyline, howe'er so far you cruise."

Well, of course, that was a bit of a "defeat," but the sea develops one's resource, and he tried other directions. Books perhaps? Yea, verily, all kinds! Likewise did the pale lure of grandiose political creeds fail to satisfy.

Where was the something of today, tangible and felt, which had even a tinge of real romance in its inception, tradition and present policy?

And, when nigh worn out of patience he came in contact with the Hudson's Bay Company, and the query was more than adequately answered.

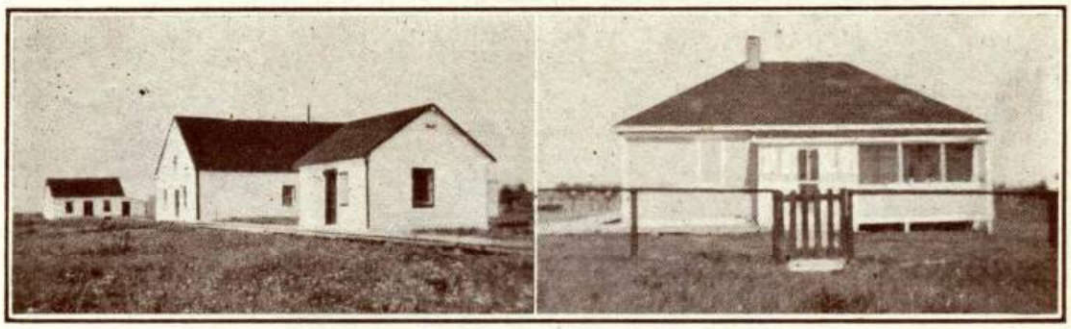
That, was the conclusion which all his experience of life and his capacity to discern and compare led him to.

There has the inspired and inspiring Spirit of Adventure a permanent abiding place, and there also, abide the venturesome and cautious allies of adventure—ideals, endurance, capacity and service—ever ready to mingle and combine, and all to the not unromantic end that the tribes of men might prosper.

So it would appear that the quest, so gaily set out upon by the writer, was not altogether in vain, since he did discover that the true romance always is attached to some definite policy—to such a one, for instance, as is that of the Hudson's Bay Company.

"Simple service, simply given,
To their own kind in their common need."

That, at least is how it strikes a newcomer.



H B C Posts, Keewatin District

No. 11—Oxford House

By S. J. C. CUMMING, District Manager

OXFORD House post was established by Chief Factor William Sinclair in the year 1798, and is the oldest post in Keewatin district. It is situated at the northeastern outlet of Oxford lake which drains into the Hayes river. The lake is known to the Indians as *Pinapowinapheek Sagahagin*, meaning Deep Hole lake. This name is derived from a small inlet off the northwest end of the lake, which is so deep as to be popularly supposed to be bottomless by the Indians of the district.

In former times, when all freight for the Company's posts in the interior was landed at York Factory and reshipped inland by York boats, Oxford House was an important stopping place for the York boat brigades, who received supplies at this point. Freight for Oxford House is now brought in via Selkirk to Norway House by steamer, and up to about eight years ago York boats were used in transporting the supplies between Norway House and Oxford, but now the bulk of the freight is carried by canoe, although York boats still make an occasional trip with the bulkier pieces of merchandise.

The Indian population numbers three hundred and eighty, and consists almost entirely of Cree. A few halfbreeds are also resident around the post.

The United Church of Canada has had a mission at Oxford House for many years, the present missionary being the Rev. J. A. C. Kell. The Department of Indian Affairs runs a day school for native children, the present teacher being J. Gordon.

All kinds of garden produce can be grown with success, and a number of dairy cattle are kept both by the Company and the mission.

The post managers for the past fifty years include the following: Chief Trader Cuthbert Sinclair, Chief Trader J. K. McDonald, C. C. Sinclair, Wm. Campbell, Ashton Alston, W. R. Cargill, Late J. A. Cargill, Alex. Mackintosh, and Robert Davidson.

TOURISTS

In Canada's Western Cities
Are Always Welcome
at the Saleshops
of the
Hudson's Bay Company

WINNIPEG VANCOUVER CALGARY
EDMONTON VICTORIA SASKATOON
LETHBRIDGE YORKTON NELSON
VERNON KAMLOOPS

Where Shopping is both a Pleasure and a Convenience

Hudson's Bay Company.
INCORPORATED 2ND MAY 1670.

STAFF SUPPLEMENT

News from Stores, Posts and Branches

Associate Editors

Attention of associate editors is again drawn to the necessity for furnishing the initials of all persons mentioned in local news items.

Vancouver

LONG SERVICE MEDALS

During his recent visit to Vancouver, Mr. G. W. Allan, K.C., chairman of the Canadian Committee, officiated at a very pleasing ceremony, that of presenting long service medals to members of the Vancouver organization. Those honoured were Miss E. Andrew, Robert Douglas, and Lauren Frayer, all of whom had completed fifteen years of loyal and faithful service with the Company.

He also presented Joseph Saunders with a silver bar to his medal already received, which marks his twentieth year of service.

F. S. GARNER RECALLS

F. S. Garner, our advertising manager, walked into his office on Thursday morning last, May 9, at 8.15 a.m. to maintain his unbroken record of never having been late to work during his thirty years' service with the Company and with a feeling of pride that he was to be among the owners of the coveted gold medal for thirty years of loyal service. In talking to the writer, Mr. Garner said: "Looking back over the past, thirty years does not seem a long period—time has passed very quickly.

"We were a much smaller organization than we are now. We were in the throes of the Klondike rush. Vancouver was a mining town in miniature, with the gold field many days' ride away. All nations contributed to the crowd in quest for gold—the French especially were conspicuous. I recall a French count in silk hat, morning coat, and trousers of blue denim, waiting for the Tees to go north to Skagway. His wife, too, was equally as peculiarly dressed with her silk skirt sweeping the streets, beautiful squirrel coat, boots that laced to the knee, and chapeau in cowboy style. Those were pioneer days, and we who shared the glory of the Company in its transitory stage of changing from barter to commerce have indeed been privileged. We had a small store then. Our daily receipts did not run into the six figures, nor did we have 50,000 people enter our doors in one day. But the people were buyers; the salespeople were sellers; and people who came into the store generally stayed to buy. I recollect when the Company's advertisement occupied eight inches only on the front page of the paper. It was a big advertisement, too, for those days. I remember the introduction to Vancouver of its Saturday sales, when our ambition was to do $1,000 on that day; when a ten-cent piece was the smallest coin; when the introduction of copper coins was in the eyes of some people almost a criminal offence.

"There was no employees' association in those days, no weekly half holidays, no nine-to-six store hours, but nine p.m. Saturdays and ten p.m. before a holiday was the rule. Employees of today have much to be thankful for in the bettered store conditions which progress has given to them.

"And yet there was a loyalty to the Company from the employees of thirty years ago that measured up to that of Kelsey and Hearne, whose names will never die while the Hudson's Bay Company lives. But there, I have always been proud of being an employee of the Company, and today consider it a great privilege to be associated with the development of the Company's store at Vancouver."

There the interview ended. Mr. Garner was presented by his co-workers on the managing staff with a very handsome rose bowl, and candlesticks to match, on the morning of his thirtieth anniversary—and in the bowl were thirty beautiful roses to mark his years of service with the Company.

ACCOUNTANTS' AND CREDIT MANAGERS' CONFERENCE

From April 10 to 13 an interesting conference was held at the Vancouver store by the accountants and credit managers of the larger stores.

Mr. G. W. Allan, K.C., chairman of the Canadian Committee, opened the conference and in his address expressed his whole-hearted approval of the idea of holding the conference, and the fact that he considered the work to be under-

taken of the utmost importance to the Company.

Present at the opening session were: G. W. Allan, K.C., P. A. Chester, W. H. Cooke, P. J. Parker, G. A. H. Porte, R. C. Scibird, L. H. Benjamin, D. Robertson, C. M. Hollington, L. H. Thorlaakson, A. E. Hughes, F. T. Adams, T. Hargreaves, G. F. Klein, W. J. Peppett, J. H. Smith, J. S. Horne, C. G. Banner, A. G. Donaldson, G. W. Lawrence.

On Wednesday evening the visitors were entertained at a very enjoyable dinner at the Spanish Grill, Hotel Vancouver. After dinner the guests all repaired to the Arena and witnessed Vancouver and Montreal Canadiens play a very interesting game of hockey.

On Friday evening, P. A. Chester, W. H. Cooke, and P. J. Parker were hosts to the visitors at a banquet held in the Georgian restaurant.

When saying good-bye, one and all expressed their sincere pleasure at being able to come together in a conference of this nature and their hearty thanks for the hospitality extended to them.

SOCIAL WELFARE

We are happy to welcome Jane Johnston, who recently joined the Vancouver organization as welfare worker.

Miss Johnston has had a very extensive training in this particular work, being a graduate of Victoria Hospital, London, Ontario, was attached to the staff of the Board of Education, Toronto, as school nurse for a period of one year, and served overseas as a nursing sister, C.A.M.C., 1914 to 1919. After coming to Vancouver, Miss Johnston took a public health course at the University of British Columbia, on completion of which she was given the appointment of supervisor of the social service department at the Vancouver General Hospital.

H.B.E.A. DANCE

A very well attended dance was held at Lester Court on Wednesday, April 24. Bill Garden's orchestra provided the music and everyone attending seemed to enjoy themselves to the utmost. This dance concludes the season, and outdoor sports are now the order of the day.

ANNUAL PICNIC

Arrangements have been completed for the annual picnic, which will take place on Wednesday, July 24. Two of the Union Steamship Company's boats, the *Lady Alexandra* and *Lady Cecelia*, have been chartered to take our big store party to Sechelt, a resort that seems to be very popular with all our store employees. H. R. P. Gant has been again appointed as picnic convenor, and we are anticipating that the attendance this year will create another enviable record.

SPORT

Golf—The retail clothiers and furnishers in Vancouver held their annual golf tournament at Burquitlam last Wednesday, and a trophy was won by our merchandise manager, Mr. Scibird. It now occupies an honoured place on his desk.

Five Pin Bowling League—A successful five pin bowling season was concluded at a banquet held in the Georgian restaurant on Friday, May 3. R. C. Scibird very ably occupied the chair and Al Stone officiated at the piano. At the conclusion of the dinner, prizes were awarded to the members of the winning teams, the office team taking the store championship, while the wholesale team took the second position. A very happy evening was concluded by a visit to the Orpheum theatre. It is hoped that the good fellowship shown on this occasion will be the means of increasing the number of teams entering for the 1929 and 1930 bowling season.

BUYERS' MOVEMENTS

W. H. Sharpe, buyer of the carpets and draperies departments has recently returned from an extensive buying trip to Europe.

E. Andrews, buyer of the sports wear department, left on May 9 for an extended buying trip to Europe. Prior to her leaving, Mrs. K. Pelland was hostess to the members of the sports wear section at a very enjoyable party given in Miss Andrews' honour, and a beautiful bouquet of flowers was presented to Miss Andrews from the members of her staff.

E. Furman, buyer of the dresses and coats, is leaving soon for a buying trip to European markets.

Mr. Van Camp, buyer for the jewellery and leather goods departments, has just returned from an extended European buying trip, having bought numerous lines of exceptional values. The sale of ladies' handbags put on shortly after his return was one of the largest of its kind ever put over in this store.

S. D. Wilson, George Crump, David Dale, and Norman Douglas are back with us after having spent considerable time in the European markets making purchases for their respective departments.

Bert Thurston spent the last ten days in the south making purchases for the sporting goods department.

PROMOTIONS AND APPOINTMENTS

We are pleased to welcome A. Thomson to the furniture section.

Congratulations and best wishes of all co-workers are extended to Reg. Standfield on his promotion to divisional merchandise manager of the home furnishings.

W. Carmichael has been appointed manager of the music department.

Barbara Paul is now on the staff of the audit office.

Mrs. M. McCune, formerly with Frederick & Nelson, has joined the staff of the corset section.

Tom Parker has been appointed assistant to H. O. Teasdall in the men's clothing section.

Ina Bunch has been transferred from the notion department to the elevator staff.

DEPARTURES

Alexis Parker, late of the audit department, has left us. She was presented with a beautiful beaded handbag before her departure.

Mrs. Nellie Pollard, late of the elevator staff, has gone to Nanaimo. Prior to her departure her co-workers presented Mrs. Pollard with a brown calfskin handbag

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SICK LIST REPORT

We are sorry to report that Edith Findlay, of the general manager's office, met with a serious automobile accident on the 28th of February. We hope she will soon be able to return fully recovered.

W. E. Townsend, buyer for the furniture department, who has been absent from the store through illness, is now back with us and is feeling much better.

J. McPherson, also of the furniture section, is ill. Our best wishes go to him for a speedy recovery.

We are glad to have Chef Knechtle back with us again after his absence from the store owing to an accident.

G. W. Roberts, of the personal shopping service, is confined to his home through illness. We are glad to report he is feeling much better.

W. W. Fraser, buyer of the china department, has almost recovered from illness, and is back in his department.

Miss Deacon, of the house dress section, has been out of the store for the past six weeks owing to illness.

The many friends of Ben Rose will be pleased to hear that he is now on the road to recovery.

Mr. Halford met with an accident while on his way to work the other morning. Our best wishes go to him for a speedy recovery.

We are sorry to learn that Hughie McDonald is confined to the hospital.

Samuel Mark, of the men's clothing section on the economy floor, has sufficiently recovered from illness to be removed from the hospital to his home.

Miss Graham, of the millinery section on the economy floor, is making splendid progress after a recent operation.

We are pleased to report that M. Low, who has been seriously ill, is improving.

MARRIAGES

Edith Sparks, of the general office, will be a June bride. She has been the honoured guest at several affairs recently, and the recipient of many delightful gifts.

Rose Anderson, of the accounts payable department, recently became the bride of T. Love.

Miss Illott, of the hardware section, is a prospective June bride. We extend to her our heartiest congratulations.

"Best wishes for future happiness and prosperity" are in order for S. Legg, of the grocery section, and Jim Stuart, of the grocery order packing room, who are to be married on the 3rd of June. Miss Legge was the honoured guest at a miscellaneous shower given at the home of Mrs. William Lister on the evening of May 20, when she was the recipient of a number of gifts from her co-workers.

Mrs. V. McIntyre, recently of the provision section, became the bride of Alderman Wilson, North Vancouver, on May 15. Prior to her marriage, she was entertained at a miscellaneous shower by the members of the staff of the grocery and provision sections, when she was presented with many useful gifts.

BIRTHS

F. W. Grantham and George Windwick are receiving the congratulations of their co-workers. A happy event happened in both their families on the 28th March last, in the arrival of a baby boy.

Congratulations are also in order for S. R. Denny, who is the proud father of a baby boy.

BEREAVEMENTS

Our heartfelt sympathy is extended to Ida Beck and the members of her family, who mourn the loss of a loving son and brother.

Our sympathy is extended to the family of Mrs. Helen Chester, who met her death through an automobile accident on May 11. Mrs. Chester will be missed by her co-workers in the millinery section.

GENERAL

Miss Johnston is working in co-operation with Miss MacFarlane, our store

nurse, in handling all matters pertaining to the welfare of our members.

During her recent visit to Vancouver, Lady Willingdon, honoured the furniture section with her distinguished patronage, purchasing some sun-porch furniture and antiques.

Congratulations to George Windwick in winning the gold seal button awarded to the sales person showing the highest percentage of increase over last year's sales.

Congratulations to Madora Hardy, who came second in the elocution class during the recent British Columbia musical festival; also Joan Winning, of the millinery department, who came second in mezzo-soprano solo, third in duet, and was a member of the winning ladies' quartette, being the recipient of a silver medal.

Mrs. Reilly, assistant buyer of the children's wear section, is now back with us after spending an enjoyable holiday in the south.

R. Cousins, cutter and fitter in the dress goods and silks section, is proving a success, and customers are commenting favourably on this additional service.

The members of the elevator staff present a very bright and neat appearance in their new uniforms.—*Eleanor S. Morley.*

ANNIVERSARY SALE

And so, the 259th anniversary sale has passed into history. And we are all happy. Happy because the sale was a true success from merchandise and promotion viewpoints. but happier because the spirit of team-work and co-operation from the bottom to the top of the organization has been proven. There can be no more powerful factor in the constant upbuilding of this business than a happy affirmative attitude on the part of all our co-workers.

To all co-workers who helped in making this sale a great success, we say a sincere "thank you," and assure you of our complete appreciation.—*R. C. Scibird.*

Victoria

ARRIVAL OF VANCOUVER ISLAND'S FIRST GOVERNOR COMMEMORATED

Under the auspices of the British Columbia Historical Association, the birthday of British Columbia was fittingly celebrated at a banquet held in the dining room of the Hudson's Bay Company store Monday evening, March 11.

A facsimile of the famous steam sloop *Driver*, on which Richard Blanshard arrived in Victoria, a model of one of the bastions of Old Fort Victoria and the presence of the original commission of Blanshard, lent atmosphere to the celebration.

A link with the old days of Victoria was even more forcefully secured when J. R. Anderson, who shook hands with Blanshard himself, took the hand of His Honour Robert Randolph Bruce, the eighteenth governor of the province.

His Honour commented on the fact that for various reasons he was glad he was the eighteenth governor and not the first governor of British Columbia, one of which was that the first governor received no pay and had no house or home when he arrived.

Mr. G. W. Allan, K.C., Tells of Company's Part

The Hudson's Bay Company's part, not only in the history of British Columbia, but in that of the whole of the Dominion, was related by G. W. Allan, K.C., chairman of the Canadian Committee of the Company.

Mr. Allan pointed out that the development of the Company was unquestionably intermingled with the history of Canada, and referred to a compilation of the Company's documents now being made in London. When this was completed it would form a complete unit of the Dominion's story, he said.

Mr. Allan himself outlined this growth, from the granting of the charter 259 years ago, through times of trial and times of prosperity, and paid tribute to the strong hand of Sir George Simpson and to the foresight of the factors.

In conclusion he said: "It is a source of satisfaction to all of us who serve the Company that since the end of the Great War our most notable contribution has been our extended programme of store construction. We still serve Canada as we did in the old days."

V. L. Denton, president of the British Columbia Historical Association, presided, and among those at the head table were: His Honour the Lieutenant-Governor, Miss Mackenzie, Hon. S. L. Howe, Mrs. Howe, Commander Murray, Mrs. S. F. Tolmie, Archdeacon Laycock and Mrs. Laycock, J. R. Anderson, Mrs. Arthur Cree, Sir Alfred Young, Mrs. W. F. T. Bullen, John Hosie, Miss Alma Russell, A. J. Watson, Donald Fraser, Major F. Nation, Alderman and Mrs. J. Adam, C. C. Pemberton, Major W. H. Niven, Mrs. R. Hopwood and G. W. Allan, K.C.

SPRING OPENING

In connection with the Spring opening exposition at the Victoria store, a modernistic display, depicting The Awakening of Spring, attracted unusual crowds to the big corner window.

The colour scheme was three-fold—ebony, cameo-pink and silver—the whole setting being arranged in series in three, even to the three pretty manniquins, suggesting appreciation of the spring season.

The interior of the store was tastefully decorated for the occasion, and on the second floor during the three days of the exposition an orchestra provided a programme of music.

STORE EXTENSIONS

The extensions to the Victoria store go on apace. The contractors, Carter, Halls, Aldinger & Company, are making good progress, the roof construction having been completed recently. The present extensions will provide an additional 15,000 square feet of floor space, making way for several new departments and the enlarging of many of the existing ones.

SOCIAL

One of the most enjoyable gatherings, arranged by the energetic social committee of the Employees' Association during the past season, took place on Tuesday evening, April 30, in the Hampton Hall, Burnside. The first part of the programme consisted of various musical and other items, including orchestral selections conducted by C. Bodman, soprano solo by I. Crawford, violin solo by Mary Warren, sleight-of-hand performance by E. Kidd, piano solo by Pat Campbell, humorous selections by Harold Groves, and an exhibition of lantern slides by J. H. Grant, entitled "Hudson's Bay Happenings" or "Why Young Men Leave Home." The rest of this delightful evening was spent in dancing.

W. N. Smith, after having been in the Company's Victoria service since 1921, has resigned his position as manager of the grocery department.

B. O'Neil has been appointed acting manager of the grocery department, with S. Ware as his assistant.

Miss Nesbitt, who has been on the sick list for two months, has returned to her duties in the advertising department. She wishes to convey through the medium of *The Beaver* an expression of her appreciation of the great consideration and sympathy shown her by all connected with the store.

Kathleen Redgrave, who substituted in the advertising department during the absence of Miss Nesbitt, is to be married on June 19 and will afterwards make her home in Vancouver.—*A. S. Woollard.*

"The man who wakes up and finds himself famous hasn't been asleep."

Kamloops

P. J. Parker and P. A. Chester paid us a visit on Monday, April 8.

A former accountant here, M. J. Moulder, now of Winnipeg head office, was with us again for three weeks in April.

The manager, J. K. Hill, and the buyers of the gents' furnishings and the boots and shoes departments, T. B. Calderhead and W. H. Madill, have been to Vancouver on buying trips recently.

In connection with the installation of an accounts receivable billing machine, M. Morden spent some time in Vancouver in May obtaining instructions in the use of the machine.

We have to record the departure of E. Madison, of the ready-to-wear department, who has left the Company's service.

Mrs. V. J. Sleap, has been added to the permanent staff of the hardware department.—*J. K. Hill.*

Vernon

Last October Bulmans Limited dehydrating plant was completely destroyed by fire. The day of the fire a citizens' committee was formed to investigate the possibilities of building a new plant. This committee finally made the following proposition to the city council: "That the shareholders of Bulmans Limited were willing to put back into a new plant $20,000, also equipment in other buildings which were not destroyed by the fire; the city to guarantee bonds for $25,000, and hold first security, also have the privilege to appoint two directors to safeguard the taxpayers." Recently the by-law was put before the taxpayers and passed by a large majority, now making it possible for Bulmans Limited to proceed with the erection of an up-to-date dehydrating and canning factory. Contracts have been signed with the growers for 2,000 tons of tomatoes for canning purposes. This industry will give employment to a large number of men and women, and will be the outlet for large quantities of apples, soft fruits, and vegetables.

Olive Ripley, of the office staff, who is one of Vernon's popular contralto singers, has again distinguished herself by taking first place in the ladies' trio at the Okanagan Valley musical festival at Kelowna, B.C., the other members of the trio being Mrs. H. J. Phillips and Mrs. J. H. Reader. This is the second year Miss Ripley has been in the winning trio. She also took second place for solo work. We are all proud of her achievements. Miss Olive

has a sister, Miss P. Ripley, at the Vancouver store, who is also a talented singer.

On April 6 last we were very pleased to have a visit from out general manager, P. J. Parker, who was accompanied by the chief accountant, P. A. Chester.

Eileen McNeill, a member of the men's and boys' clothing department staff, is being congratulated for being on the basketball team which has just won the championship cup for the interior of British Columbia. After meeting most of the teams in the valley, they travelled to the coast, with the intention of carrying off the honours from the Vancouver team, but unfortunately the long railway journey and the previous hard work of the team made them unfit to meet successfully these new strong competitors.

Our May anniversary sale, which commenced on Friday, April 26, has been a great success, beating all previous anniversary records.

Business continues good in spite of the fact that cold weather conditions have naturally had an adverse effect on certain lines of spring goods. We look for warmer days soon, and with it a steady demand for summery merchandise.—*C. C. Packman.*

Nelson

Last month we had a visit from our general manager for British Columbia and Southern Alberta stores, P. J. Parker, accompanied by P. A. Chester, the chief accountant.

The ice on the lake this year continued for quite a long spell. It was Easter before the boats could resume their usual runs. It seems strange to go for two or three months without boats coming into the wharf. Transportation to lake points under ice conditions is very trying, several places of call having no means of getting in their supplies.

The old saying, "All that play well work well," is very evident just now in the staff. Jim Champion, of the men's department, is the star in the comedy "All of a Sudden Peggy," and Mary Potosky was very prominent in the casts of the Nelson Operatic Society in the Gilbert and Sullivan opera, "The Yeomen of the Guard." In the sport section Charlotte Jeffs shines in basketball for Trinity; while Thelma Heddle, at Badminton or horseback riding, can put quite a few good ones in the background. Our accountant, Geo. Bladworth, excels as a fisherman and curler. Queenie German, at tennis, is hard to equal.

H. Coyle, hailing from the Land o' Cakes, is now in charge of the shoe department. Mrs. Coyle has reached Nelson to make her home here.

We shall very soon bid farewell to Thelma Heddle, of the office staff. Thelma says plans for future unsettled. She has been with us about six years, and will be missed by everyone.

Pete Melneczuk, of the shoe department, has left us with a course of aviation in view.—*D. Green.*

Calgary

NEW EXTENSION

The construction work in connection with the Company's new extension at Calgary is now in full swing. The Alexander buildings at the corner of Eighth Avenue west and First Street west, of heavy stone construction 130 feet by 100 feet, were completely demolished to grade in seven and one-quarter days, constituting, it is believed, a record for such work. The excavation and foundation work for the new extension is now in progress. The new extension will have a frontage of 150 feet on First Street west and 100 feet on Eighth Avenue. The completed building will have a frontage of 245 feet on Seventh Avenue west, 280 feet on First Street west, and 100 feet on Eighth Avenue west.

To the west of the existing store building there has been constructed during the past month a delivery and receiving basement 154 feet by 45 feet. The deliveries will be located in this new basement and taken to the platform above by two hydraulic hoists, which will be shortly installed.

The stores construction office is now located in the old Ranchmen's Club building on Seventh Avenue west, just across the street from the store.

P. J. Parker, A. H. Doe, and F. M. Johnson have recently spent a month in Eastern Canada and the United States investigating all the latest retail store methods and viewing the most modern retail store equipment in order that the new Calgary store will be one of the most up-to-date retail stores in Canada.

Robertson and Benjamin greatly enjoyed a visit to Vancouver to attend the accountants' and credit men's convention arranged by P. A. Chester, chief accountant, Winnipeg, and from which it is felt a great deal of benefit will be derived. It is hoped that these conventions will be held at least annually in the future, as this is no doubt the finest way for the

accountants and credit managers to discuss and solve their various problems.

We have just completed our anniversary sale, the results of which were very gratifying, and we congratulate J. M. Curll, our advertising manager, on the various displays made. The heading, "Sailing on—and on—and on from 1670 to 1929," as used in the Calgary *Daily Herald* of April 27 in connection with the new store building and further carried out in the pennants for advertising of the May sale, was favourably commented upon.

We welcome back Robert Simpson, manager of our china department, who for the past three months has been on his European buying trip. We are looking for big results as an outcome of his trip.

We have recently been favoured with a visit from George W. Allan, K.C., chairman of the Canadian Committee, P. A. Chester, chief accountant, and P. J. Parker, general manager of British Columbia and Southern Alberta stores. —*L. H. Benjamin.*

SPORT

Now that winter has left us and with warm days just around the corner, we are embarking on the most extensive staff sport programme in our history. Our Welfare sports committee, headed by W. A. Ilott and Harry Johnson, have all branches of sport well under way.

Sports Field—The Calgary Welfare Association has, three miles from the centre of the city, one of the most extensive athletic propositions of any business organization in Canada. We are referring to our sports field. This covers a large area of ground and has in connection a well-equipped nine-hole golf course, club house, tennis court, baseball and cricket field. It is just necessary to journey out there, any Sunday or holiday, and see the members of our staff at their favourite pastime, to realize what a boon this is to our mutual welfare, both from a health and business standpoint.

Golf—The Hudson's Bay Company Calgary golf club is already organized, and several enjoyable rounds have been played. Great credit is due our hard-working committee headed by W. A. McCabe, house committee chairman.

Men's Baseball—The men's baseball club plan this year to be represented by two teams in city competition. One, a soft-ball team; the other, the regulation hard ball. A hard working committee has charge of this sport—De Witt, Wainwright and Barlow.

Ladies' Baseball—Our ladies' soft-ball team has already been out for several practices, and their city league team promise a good showing this year. They are ably coached by Hubbard.

Tennis—Our tennis club for the season 1929 has already organized and it looks as if this line of sport is going to have a large and active following. The committee in charge are Aldrich and Wainwright and Misses Harrison and Ayres.

Football—Football was the earliest to organize this year, and the boys are already in league competition. They are ably managed and coached by our old friend Joe Campbell.

Bowling—This sport has just wound up a successful season. In the play-offs recently held, the Pro Pelle Cutem team emerged victorious after a great five-game battle with the Prince Rupert team captained by R. G. Gillespie. The winning team consisted of H. S. A. Johnson (captain), S. E. Gahn, C. C. De Witt, H. C. Wainwright, W. Shaw, E. Hiscock.

Opening Sports Day—Our sports field was officially opened May 1 with a big turn-out and large programme. The leading features were a ladies' soft-ball game and a men's baseball game, the latter between the single and married men of the store. Naturally the benedicts were returned victors, the score being 15 to 8.—*Harry Johnson.*

Edmonton

RADIO CONCERT

A radio concert, broadcast through station CJCA from one of the show windows, with all artists members of the store's staff, was an advertising feature staged by the Edmonton store in conjunction with the anniversary sale. Through the medium of loud speakers, the concert was distinctly heard by the crowds on 103rd street and Jasper avenue. In the first section of the programme the artists appeared in pioneer costume, while announcements concerning the early history of the Company were interspersed throughout the programme.

Programme—Part 1

Orchestra, (*a*) "Indian Characterization."
Soprano solo, (*b*) "Pale Moon," Mable Stutt.
Contralto solo, "Medley of French Canadian Songs," B. Mercier.
Baritone solo, "Roll On," C. N. Chubb.
HBC male quartette, "The Northmen."
Soprano solo, "Rowan Tree," Mrs. A. Adam.
Scottish comedian, "The Wiggle Waggle of the Kilt," Sandy MacPherson.
Baritone solo, "Red, White and Blue," H. Hardy.
Orchestra, "Selected."

Part 2

Orchestra, "Huntsmen's Chorus."
Piano solo, "Polonaise," G. Mercier.
Contralto solo, "Sally of My Dreams," B. Mercier.
Orchestra, "No, No, Nannette."
Soprano solo, "Selected," Helen Miller.
Scottish comedian, "Canadian Girls Are Good Enough for Me," Sandy MacPherson.
Baritone solo, Selected, C. N. Chubb.
H B C Glee Club—(*a*) Medley of Old-Time Songs; "Carry Me Back to Old Virginia," solo by Guy Turner; "My Old Kentucky Home," solo by Mrs. E. Vint; "Old Black Joe," solo by H. Hardy; "Drink to Me Only," chorus. (*b*) "Now Good Night," full chorus.

LIVING MODELS

In connection with the spring display of fashions, the Edmonton store arranged a parade of living models in the show windows on the evening of Thursday, March 21. All models were members of the staff. A crowd, estimated between two and three thousand, watched the display. Loud speakers were employed for fashion comments and a musical programme.

FASHION SHOWS

Two important fashion shows for patterns were recently staged in the piece goods department, one featuring Kut-Eezi patterns and the other McCall patterns. Each proved a big attraction.

EVA CLARE CONCERT

The Eva Clare concert in the Empire Theatre, Monday, March 18, sponsored by Hudson's Bay Company was a great success. "From beginning to finish it was a masterly recital. Miss Clare disclosed a fine singing tone, a chord playing, and dramatic climaxes."—*Edmonton Journal.*

SPORT

Golf—H. F. Harman, of Winnipeg, land commissioner, recently announced that work on the construction of an eighteen-hole golf course on Hudson's Bay reserve would start immediately. It is expected to be ready for the 1930 season. The course, which will be known as "The Beaver," will not be exceptionally difficult, being designed to meet the needs of the average player, while at the same time it will be sufficiently attractive to the better player. The work will be under the supervision of Major L. F. Pearce, who has been in consultation with Stanley Thompson, a specialist in laying out golf courses.

Bowling—In the recent city bowling tournament, the **H B C** ladies' team was successful in winning the ladies' five-pin bowling championship. The personnel was as follows: Mrs. M. Howe (captain), D. Ferguson, F. Kerr, T. McGillis, and G. Mercier. In the mixed doubles event in the city tournament the **H B C** entry captured first prize. The team was composed of L. Trimble (superintendent), C. Hale, R. Cummings, T. McGillis, and J. Ormsby.

We regret to report the serious illness of L. H. Thorlakson, office manager. We wish him a speedy recovery.

Congratulations to James Orr, of the office staff, on his recent marriage to Elizabeth Jessie Crowe.

We welcome the following new members to the staff: R. Horwood, E. Hartnell, D. Sanderson, E. Edwards, R. Surry, and Mrs. M. Hughes; R. Reierson, W. Chesser, A. Dolaghan, A. Jehn, R. Jeckles, W. Kenny, W. Cudmore, C. Bannard, G. Webb and P. Fayers.

Weekly meetings being held by department managers, with their staffs, are doing much towards the improvement of the store service.—*J. P. McNichol.*

Edmonton Wholesale

We have recently been favoured with a visit from Mr. George W. Allan, K.C., chairman of the Canadian Committee, together with Mr. P. A. Chester, chief accountant, while passing through the city on their return to Winnipeg.

Progress is being made on the proposed new warehouse, and it is anticipated that the new quarters will be ready for occupation by September 1.—*D. M. McCurdy.*

Lethbridge

Returning from a business trip in the east, A. E. Dodman was accompanied by his wife and family, and they are now settled in thier new home.

J. H. Cormie and daughter have also arrived from Calgary to reside here.

We welcome to our staff F. E. Dodman, recently of Montreal, who arrived in March to take over the management of our men's and boys' wear and shoe departments.

A number of changes have been effected in our staff, and the new members, to whom we extend a welcome, are: E. Campbell and A. Gudgeon to the dry

goods department; M. McLean to the ready-to-wear; R. Loescher and A. Jones to the men's and boys' wear; H. Landry to the shoe section; K. Ward to the service grocery; G. Unsworth to the groceteria; C. Knox to the shipping department and M. Craig to the office.

E. Lockey, of the pattern department, has been transferred to the office.

O. Lloyd, of the dry goods staff, F. Cleary, manager of the men's and boys' wear department, and R. McFadyen, manager of the boots and shoes department, severed their connections with the Company, and prior to their departures farewell dances were held in the Canadian Legion hall, everyone reporting a good time. We take this opportunity of thanking J. H. Cormie for the splendid support and management he has rendered in the various affairs tendered by the association. Needless to say, we are all looking forward to a summer of many activities and plans are under way for the official opening at the association's club house at Henderson Lake.

We lost another old-time member of the staff when D. L. McNabb, of the house furnishings department, resigned to accept a position with the C.P.R. On the eve of his departure, Mr. McNabb as presented with a smoking stand as a token of remembrance from the staff. We all wish him success in his new enterprise.

J. Hughes, of the Calgary branch, is now in charge of our house furnishings department.

The ladies of the staff have entered a team, The "Beavers," under the able management of A. Scott, in the city's soft-ball league, and while they met defeat in their first game, they are very optimistic with regard to the future games scheduled.

E. Campbell left today for Edmonton to participate in the musical festival, which is being held in that city this year. —*A. I. Garrick.*

Saskatoon

Welfare Association officers for 1929: R. R. Harvey, honorable president; W. H. Watson, president; E. Miller, first vice-president; B. Tupman, second vice-president; A. Clark, secretary; C. Hurling, treasurer; and Hunter, Gilmour, Tait, McCartney, Montgomery, Schultz. Social committee: L. Duncan, M. Schultz; sports, P. McCartney; sick, G. H. Hunter.

A. E. Hughes has returned from a business trip to Vancouver and Victoria.

M. Gardiner has left to take a position at the Royal Bank.

Mrs. N. Gardiner left recently for a new field of endeavour in Windsor, Ontario. We wish her success in her new work.

We welcome Mrs. W. Arndt, our new telephone operator, who has taken the place of Mrs. M. Myers, who left to take up home duties. Members of the staff presented Mrs. Myers with a silk comforter as a token of their regard.

We were glad to have with us for a while Miss Smale, of the Winnipeg store.

We are all pleased to have R. R. Harvey, our store manager, back with us after his severe illness, and hope he will now enjoy many years of uninterrupted good health.

Arthur Clark, of the traffic department, is on a trip to the Old Country.

Welcome newcomers: J. Cruise, manager of our dining room; Whitworth, drapery department; E. H. Ryan, electrical department; R. McLeod, men's clothing; R. A. Errington, ladies' ready-to-wear; A. Eggertson, display department.

On March 12, a pleasant evening was enjoyed in the Hudson's Bay Company dining room by the members of the store and their friends. Some went for a ride in big trucks and the rest of the members played bridge and whist. After the joy-riders returned, lunch was served and a musical programme followed. The bridge prizes were won by Mrs. McIver and Evan Jones; the whist to M. Schultz and C. Hurling; and the consolation to Mr. and Mrs. B. Tupman. Mrs. R. Harvey presented the prizes to the various winners. W. Horrocks, Mrs. B. Tupman and C. Hurling favoured us with vocal selections. R. Hall piano, — Gilliland, violin, and J. Jefferson, cello, played some very good selections. Community singing was much enjoyed. A very good one-act play was put on, directed by J. Sheach. W. Jackson was very amusing in monologues and brought the entertainment to a successful termination.

Our Valentine's dance was much enjoyed by members and their friends. The Hudson's Bay Company hockey team of the Big Four hockey league were guests of the evening. A novelty parasol was given to every lady guest. We thank the committee in charge for the enjoyable evening.

The Springtime dance, which was held April 19, and which was the last dance of the season, was also a successful event.

We had the pleasure of a visit from Mr. Geo. W. Allan, K.C., and Mr. P. A.

Chester, on their way back from the coast.—*L. Jones.*

Births—Mr. and Mrs. T. P. Whitworth, a baby girl.

Marriages—S. Cork (superintendent); Miss W. Drinkle, (Mrs. Elder); Carpenter, silk department.

Sickness—I. McLean, Irene Aicheson, Muriel Miller, Mrs. O. Lyske.

Yorkton

Honouring W. M. Holmes, sales promotion manager from Winnipeg, the Yorkton store staff held a dinner on Monday night, April 15, at the Balmoral Hotel. There was a full attendance of twenty-eight bright and merry people. At the head of the long table Mr. Holmes, congratulated Mr. Smale on his "happy family"; Mr. Officer looked after the other end. After a dinner, which everybody enjoyed, came the most important event of the evening, a much looked-forward-to address by Mr. Holmes. His address covered eight topics—Enthusiasm, Co-ordination, Co-operation, Education, Determination, Tolerance, Human Interest, Salesmanship. The evening was cut short by Mr. Holmes having to leave on the evening train for Winnipeg. Messrs. Glover, Anderson and McMillan accompanied Mr. Holmes to select new spring merchandise.

C. Supleve, formerly with the Winnipeg retail store, is now in charge of our alterations in the ladies' ready-to-wear department. We are glad to have Miss Supleve with us.—*T. E. Smale.*

Regina Wholesale

Since the last issue appeared, we have vacated our old premises and are now occupying a three-storey building, where we have additional space and greatly improved facilities in both office and warehouse.

Mr. Murray from the retail store at Winnipeg, who recently opened up an office and sample room in the building, is now turning over a nice volume of business.

Our manager, A. Sidler, was on a ten-day trip east last month, returning with his wife and family.

We welcome R. J. Kerr and J. Houghton to our sales staff.—*A. Sidler.*

Genius is eternal patience.—*Michael Angelo.*

Winnipeg

ANNIVERSARY SALE

This year, more than ever before, enthusiasm has been aroused in the Winnipeg store over the May sale. Long before the 259th anniversary of the Company, preparations were under way. The plans were discussed by the managers at their weekly meetings. The members of the Junior Executives' club devoted one meeting to the consideration of special features that would help to arouse the interest of the whole staff to the importance of this great event, and some of the suggestions made at this meeting were adopted by the store management.

On the Tuesday evening before the sale started, the entire staff was addressed by W. H. Cooke, general manager, in the store restaurant. Mr. Cooke in a short speech emphasized the importance of the sale, and urged everyone to help make it the best anniversary event ever held in the Winnipeg store. As an added inducement to the staff, Mr. Cooke promised cash prizes to the departments showing the biggest increases in sales over last year's figures.

A score board in the employees entrance was used to show the daily standing of the various departments, and judging by the number of employees gathered around this board, both in the morning and evening, the departments were doing their utmost to head the list for each day.

Another new feature of this year's event was a composite picture showing the heads of a great number of the store's employees. This picture took the entire back page of the regular advertising section, announcing the opening of the sale. Underneath the picture was the caption, "At your service, the entire **H B C** store family." This interesting advertisement caused a lot of favourable comment from the public.

A bulletin containing a summary of the following day's best sales was handed to each employee every night. This message helped the staff to suggest to customers sale merchandise in other departments, and no doubt helped to swell the volume of business throughout the store.

SERVICE AND COURTESY

These two words are heard often in our store these days. Every member of the staff from the highest to the most humble is doing everything possible to win for the Hudson's Bay Company a reputation for giving the best possible service and the finest courtesy to the people shopping in the store. In this connection we wish to recount an instance where an employee of our store has given outstanding service to a customer.

A lady asked for a few yards of a certain dress material the other day, and was informed by the clerk that the stuff wanted was not in stock just then, but she immediately summoned the assistant manager of the department. He came over and asked the lady how long she was going to be in the store. She replied, "I have some shopping to do and expect to be here about half an hour." "Very well, madame, if you will call here again before leaving the store we will have the material for you." He then sent out for it, and the customer had her dress material before she left the store.

That is the sort of service we like to be able to give.

Many times in the course of a day, every one of us has a chance to do something for a customer that does not cost the store very much, and means sending a customer away pleased with Hudson's Bay Company service and courtesy. It is surprising how some small act of kindness will tie a customer to a store for life.

VISITED BY FASHION COUNSELLOR

On March 4, Mrs. D. M. Barr, of the Fashion Co-ordination Bureau of New York, brought to the Winnipeg store an inspiring message from Paris outlining the latest fashion dictates of that city.

While here, Mrs. Barr gave three public addresses to the store's customers, telling them of the forecast in Spring fashions, colours, and materials.

LECTURES ON LINENS

Miss Audrey Dennes Cooper, of the Scottish and Irish Linen Damask Guild, gave four lectures in the store during March. Her subjects were well chosen; the art of entertaining, colour harmony, changing ideas in table etiquette, and so on.

In addition to the lectures to customers, Miss Cooper addressed high school pupils as a group; spoke to the employees of the store; and concluded her stay by talking to the interior decorating group of the University Women's Club.

RECORD BANQUET HELD

Twelve hundred and fifty persons sat down to dinner at the annual meeting of the Women's Auxiliary of the Church of England, which was held on the fourth floor on January 30th. This is a record as far as our store is concerned.

JUNIOR EXECUTIVES' CLUB

Early in February a club for studying store problems and the development of modern retailing was organized among the younger managers, assistants, and section heads of the Winnipeg store. The name chosen for the new organization was the "Junior Executives' Club." Meetings are held every two weeks in the store dining room at 6.15. After supper an address is given, which is followed by a profitable discussion on the subject introduced by the speaker.

Since the organization of the club, six enthusiastic meetings have been held, at each of which the attendance has ranged around the hundred mark. Some interesting discussions have taken place, and after the first meeting many of the members have been eager to join in the debate.

One meeting in particular stands out, when we had the pleasure of having our general manager, W. H. Cooke, as our guest. Mr. Cooke expressed his pleasure at the formation of the club, and introduced Mrs. D. M. Barr, of the Fashion Co-ordination Bureau, of New York City. Mrs. Barr gave a very fine address, pointing out the important part played by style in modern retailing. She also stated that the principal job of the junior executive was to educate the sales force and to increase enthusiasm in the department.

Other speakers heard by the club were: W. J. Scott, assistant manager Winnipeg store, who told of the "Modern Trend in Retailing;" W. M. Holmes, sales promotion manager, and H. W. Anderson, advertising manager, who told the club of the plans for the anniversary sale; A. McBride, who outlined the plans for dealing with tourist business; A. G. Donaldson, credit manager, who discussed the problems of the credit department.

As a result of the discussion at the meetings, the members of the club are receiving valuable training in public speaking. They also feel that because the store management has seen fit to adopt several of the suggestions made at the meetings, the club is performing a useful service to the store.

ACCIDENT PREVENTION

"If you want to keep your name on the payroll keep it off the accident roll." This pointed message greets all drivers in the delivery department of the Winnipeg store when they drive into the store garage. It is part of a well directed campaign to reduce unnecessary accidents to the delivery staff and equipment.

The campaign is directed by a "Safety Committee" consisting of the delivery superintendent, garage superintendent, delivery inspector, one driver with a long record of careful service behind him, a member of the store superintendent's staff as chairman, and a member of the instruction department as secretary.

The committee meets every Monday morning and deals with any accidents

that occurred during the past week. The drivers responsible are examined, and the committee decides whether or not the mishaps are due to carelessness.

Other methods used to prevent accidents are talks on careful driving to delivery staff, preparation of a drivers' rule book, posting of appropriate signs in the store garage, and the study of accident prevention campaigns carried on by other companies.

It is still too early to judge of the success of this campaign, but already a decided decrease has been noted in the number of careless and preventable accidents to delivery equipment, and this is a step in the right direction.

SPORT

Football—The football season is again under way, with a strong team from the store entered in the Mercantile League. Training quarters were secured in the old store early in the season, where the players were able to condition themselves for the summer schedule of games. Already two friendly games have been played, both against city senior teams, resulting in: **H B C** vs. St. Andrews, 2-2; **H B C** vs. Winnipeg Irish, 1-0. With such an auspicious start, much is expected when play starts in the Mercantile League.

Hockey—Hockey is over for another season. The Grain Exchange team finally won the championship after an exciting playoff with the C.P.R. The store team finished up at the bottom of the league with three wins and six losses. The Commercial League wound up the season with a banquet, at which W. H. Cooke, as president of the league, presided. Speeches were made showing that the season 1928-29 was a banner one from the standpoint of the enthusiasm of the players, the capacity crowds, and the exciting games. We are already planning for next year's team.

Bowling—The store bowling league has concluded a very successful season. The furnishing and main floor teams finished first and second in both series. Third place was won by the drivers after a hectic struggle with the managers. Mention must be made of the bowling of G. Carson, R. Burns, G. Bowdler, S. Beggs and H. Hamilton, all of whom finished the season with an average of 175 or better. Other prize winners were: J. Graham, record holder of high single with handicap; A. Dick, high single without handicap; Wm. Holmes, high three games with handicap; and G. Bowdler, high three games without handicap. The Company very generously donated a cup for the winning team, which was appreciated by all the bowlers.

Tennis—The **H B C** Tennis Club is going again. This year it is proposed to better last year's record membership of 221. The club has had a groundsman at work for the past three weeks. The ground is now in first class shape. The official opening will be held on or about the 24th of May, when it is hoped to hold a garden party to mark the auspicious event.

Indoor Baseball—A soft-ball team will represent the store in the Commercial League. It is rumoured that a strong team is being developed by Frank Morris, who is both president and coach.

SOCIAL

The **H B C** meat department staff gathered in the restaurant on March 6 and enjoyed a fine turkey dinner. After the dinner, one hour's time was devoted to departmental business. Then at 8 p.m. relatives and friends were admitted and the staff entertained with a first class concert. There were vocal and instrumental numbers; some sleight-of-hand and magic; and lastly a sketch put on by some of the lady members of the staff, entitled "A Woman's Privilege of Changing Her Mind." J. C. Donaldson made a very genial chairman and everyone voted it one of the best meetings the department had ever held.

On April 20, the meat department again entertained at a dance in the Elks' club rooms in the Donalda block, where some two hundred members of the staff and their friends gathered. A fine programme of dances was enjoyed, and at the end of the evening refreshments were served.

OBITUARY

On April 1, Walter Preston, an electrician on the staff of the engineering department, met with an accident that resulted in his death.

Mr. Preston, who was twenty-two years old, had been employed in the store for the last two years. He was well liked by all his associates, and his death was deeply regretted by all he came in contact with throughout the store.

Winnipeg General

On April 17, at Knox Church, Miss Olive Edna Matthews was united in marriage to Mr. Dudley Adams. Miss Matthews has been on the staff of the stores construction department for the past four years. Prior to that she was one year with Mr. Lockyer in the Vancouver store. On the eve of her marriage the young ladies of the Canadian Committee office presented Miss Matthews with a set of Madeira cutwork pillow cases. Mr. and Mrs. Adams will make their home in Calgary.

Hudson's Bay Company.

INCORPORATED 2ND MAY 1670.

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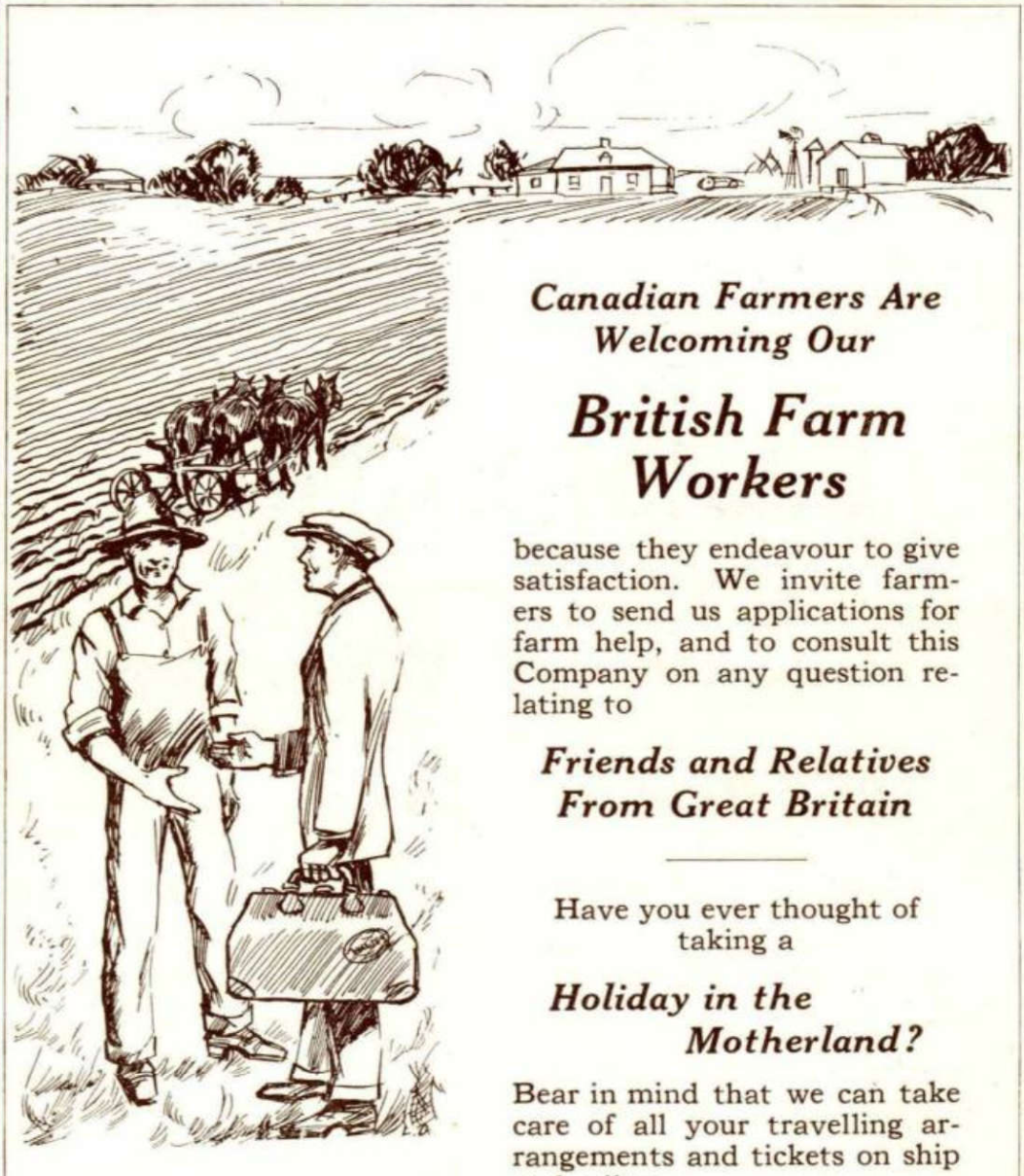

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because they endeavour to give satisfaction. We invite farmers to send us applications for farm help, and to consult this Company on any question relating to

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Have you ever thought of taking a

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(London Address)
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CORNER OF
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LONDON, W.C.2
ENGLAND

H.B.C.O.S.

The Hudson's Bay Company scheme for the settlement of one hundred British families on prepared farms in the Vermilion district of Alberta is now well under way. Fifty-six of the families have now taken up residence in their new homes.

The assistant manager, T. H. Nicholls, was in Vermilion for some weeks taking care of the preparatory work for the reception of material and its distribution, and later received and placed the first twenty-eight families.

E. F. Bowkett, who will supervise and direct the farming activities of these new families, has now returned from Great Britain, where he selected the majority of the new settlers. He was accompanied on his return from England by his wife, who is finding the receiving and assisting of the new families a work of deep interest.

The newcomers are proving to be of good type, and are creating a good impression among the Vermilion farmers and townspeople.

Hundreds of British single men and numbers of married couples have been coming through to Winnipeg during the past few weeks and are being distributed as farm workers through the western provinces by H.B.C.O.S. Winnipeg office. —*T. H. Nicholls.*

PAGE ALBERT ATKIN OF 1859!

In last issue of *The Beaver* we published an item of inquiry by two elderly visitors regarding one Albert Atkin who had come out under the care of the Hudson's Bay Company. When we were advised this man had come out in 1859 we voiced our regrets at being unable to aid these old gentlemen in tracing the companion of their youth.

But evidently no nut is too hard for our London records office to crack, for we have just received the following in answer:

"We cannot find that anyone bearing the name 'Albert Atkin' sailed for Hudson's Bay in 1859, yet a man named Alexander Aitken, of Birsay, who is also referred to as 'Aikin,' sailed in that year from Stromness to York Factory in the Company's ship *Prince of Wales.*"

That was seventy years ago.

Finish every day and be done with it. You have done what you could; some blunders and absurdities no doubt crept in; forget them as soon as you can. Tomorrow is a new day; you shall begin it well and serenely and with too high a spirit to be cumbered with your old nonsense.—*Emerson.*

Fur Trade

British Columbia District

Wm. Ware, British Columbia district manager, left Vancouver on 6th May to make a trip of inspection to several of the northern trading posts, including McLeod's Lake and Fort Grahame.

A. J. Marion, of Dease Lake post, was in Vancouver from 6th April to 9th May for dental treatment and on business.

F. W. Lovatt joined the staff on 8th April, taking over the duties of bookkeeper at Hazelton. F. Stevenson, whose place he takes, has been transferred to Telegraph Creek post.

John Gregg, in charge of Fort St. James post, reports a very severe storm of wind and snow on 26th March which blew down one flag pole and a number of big trees. He says that four men had to hold against the store windows to keep them from blowing in.

Bryan Williams has officially taken over the game department for the government of British Columbia.

We had the pleasure of a visit on 4th May from Mr. Geo. W. Allan, K.C., and Mr. P. A. Chester, and on 9th April from Mr. Jas. Thomson.—*Wm. Ware.*

Mackenzie-Athabasca District

H. L. Woolison severed his connection with the Company on April 30. He was first employed in the district office at Victoria, B.C., commencing his service in June, 1916. Since then he has been employed at Hazelton, B.C., at the fur trade depot Edmonton, as purser on the S.S. *Mackenzie River*, and as accountant at Fort Chipewyan. Since April, 1926, he has been district accountant for the Mackenzie River. Mr. Woolison has now been appointed to the Royal Canadian Air Force with the rank of flying officer. During the war he served in the air force and for a time was an instructor at Redcar, England. Afterwards he maintained his interest in aeronautics and has been an active member of the Edmonton Aero Club. Last year he re-qualified as pilot. On April 30 the members of the staff at the district office, Edmonton, presented Mr. Woolison with a handsome club bag. The gift typified in a small measure the esteem in which he was held by his fellow workers, and with it went sincere wishes for success in his future career.

George Pendleton, of Athabasca district, succeeds Mr. Woolison in the Mackenzie River district and to fill the vacancy caused by Mr. Pendleton's transfer, C. D. Twiner, of Superior-Huron district, has been appointed district accountant of Athabasca.

During the month of February, Factor L. A. Romanet, district manager, inspected posts in Mackenzie River district down to Fort Simpson. The trip was made in one of the machines of the Western Canada Airways Limited. In a couple of weeks Mr. Romanet was enabled to cover over two thousand miles, though not long since such a trip would have extended over the entire winter. Flying time for the entire distance was fourteen hours and the plane was piloted by the noted "Punch" Dickens.

NORTHERN TRANSPORT

With the advent of spring, transport activities are much to the fore, and Captain T. F. Smellie, port captain of the Mackenzie-Athabasca transport department, is fully occupied in arrangements for the coming season.

On the Peace river, the S.S. *D. A. Thomas* has been renovated and, so far as appearance and conditions are concerned, the mishap of last year is but a memory. A new seventy ton barge has been built for the use of the *Weenusk*, and a programme arranged which promises to give the residents of the Peace River district a greatly improved river service.

Acquisition of the Athabasca Shipping Company's interests has enlarged the scope of operations between Waterways and Fort Fitzgerald. By using the S.S. *Northland Echo* in conjunction with the S.S. *Athabasca River* a bi-weekly service will be maintained on the Athabasca river run which will materially reduce congestion on that route. The new arrangement will also afford time to passengers to transact business at either end of the run, a thing hitherto difficult of accomplishment.

On the Mackenzie River section, additional service will be afforded by the use of the S.S. *Mackenzie River*. This vessel, which has given years of useful service, has been re-conditioned and, with the aid of a new barge of two hundred tons capacity which is being built for her use, will do much to relieve conditions on the long run from Fort Smith to Aklavik. The S.S. *Distributor* will perform her usual duties on the northern run, while the M.T. *Liard River* will attend to work on the Liard river and on Great Slave lake, away from the main artery of traffic. This boat will also help in the distribution of freight for the large mining interests who are at present investigating the mineral possibilities of the northland.

A careful arrangement of the time table and schedule of freight movement has been made to afford the maximum of convenience to both passengers and freight shippers.

During the last few weeks we have had several visitors from Winnipeg, among them being Mr. George W. Allan, K.C., chairman of the Canadian Committee, Mr. Robert J. Gourley, Mr. R. Peirson and Mr. P. A. Chester.

This year marks the fiftieth anniversary of the Edmonton summer fair. The first show was held within the stockade of old Fort Edmonton. Officers of the Company were prominent in its inception and many of the Company's servants and their wives were numbered among the exhibitors. The magnitude of the present day fair contrasts strongly with the first exhibition, but it is typical of the great agricultural expansion of the west since the late seventies.

The death occurred in April of Mrs. Sarah Jane Kirkness. She was the daughter of the noted Henry B. Steinhauer, the second Protestant missionary to what was the North-West Territories in 1865. Mrs. Kirkness was born at Norway House in 1855, and when ten years of age accompanied her father west to Edmonton. In 1873 she married James Kirkness, of the Hudson's Bay Company, and for some time after her marriage lived at the "Big House" at the fort. Later she spent six years at Lac Ste. Anne post. Mr. Kirkness retired in 1908, after nearly forty years service with the Company, and died two years later. Mrs. Kirkness, like her father, and her brother-in-law, the famous Rev. James MacDougall, possessed the esteem and friendship of the Indians, even through the troublous days of Louis Reil, Poundmaker and Big Bear, and did not once have to take shelter from the redmen, as did so many white women in those days.—*Factor L. Romanet.*

Saskatchewan District

A. B. Cumming, district manager, returned to district office on March 4 after inspecting all posts in the Isle a la Crosse sector, Portage la Loche and Cold Lake posts. He found the staff at all posts well and in good cheer.

R. W. Murray, district accountant, returned to district office on March 27 after inspecting Fort a la Corne, Pas Mountain and Cumberland House posts.

P. Forman, apprentice clerk, Isle a la Crosse post, was transferred to Pine River post on April 1, 1929.

F. J. Mitchell, apprentice clerk, Green Lake post, was transferred to Lac la Ronge post on April 15, 1929. He had to proceed to Lac la Ronge post by plane, as the winter roads were closed. This is the first occasion aeroplane service has been used for transferring the staff in this district.

E. Renouf, clerk at Lac la Ronge post was transferred to Fort a la Corne post as from May 1, 1929, to replace J. E. T. Armstrong, post manager at that point. Mr. Renouf left Lac la Ronge by truck, but unfortunately the truck broke down near Montreal Lake and he had to walk back to Lac la Ronge post. Arrangements were made by district office for an aeroplane to visit Lac la Ronge from Prince Albert and collect Mr. Renouf and family. They arrived all safe and sound in Prince Albert on May 1, 1929, and proceeded to Fort a la Corne post.

J. E. T. Armstrong, post manager, Fort a la Corne post, was transferred to Cold Lake post to replace A. A. Beatty, as from May 1, 1929, who is being transferred to Sioux Lookout post, Lake Superior district.

On May 13, we had the pleasure of a visit from Mr. George W. Allan, K.C., chairman Canadian Committee, and member of the London Board, accompanied by Mr. P. A. Chester, chief accountant.

We welcome Wm. Turner, who has joined the Company's service and is stationed at Green Lake post.

Congratulations to Mr. and Mrs. T. McEwan and Mr. and Mrs. R. B. Urquhart on the birth of a son and daughter respectively.—*A. B. Cumming.*

Keewatin District

The district manager returned to Winnipeg in March, after having visited the following posts and outposts: Norway House, Rossville, Nelson House, Cross Lake, Oxford House, God's Lake, Island Lake, Favourable Lake, Deer Lake, Little Grand Rapids and Bloodvein.

At Norway House an epidemic of influenza was responsible for a number of deaths amongst the older inhabitants during the Christmas and New Year season. The staff, however, were fortunate in escaping this trouble.

O. Rheaume, Nelson House, stated that reports which appeared in the press last winter regarding starvation amongst the Nelson House Indians were without foundation.

A. Mackintosh, Cross Lake, has recovered from a bad attack of influenza.

En route to Oxford House we met Mr. Stevenson, chief fire ranger from Norway House, who was busy checking up on travellers who had left camp fires burning. On account of the light snowfall, fires so left were burning into the moss in all directions.

R. Davidson, Oxford House, reported continued scarcity of furs, due to extensive damage done by bush fires in his section last summer. At God's Lake, R. Walker reported the same situation.

Hugh Fraser and staff were all well at Deer Lake. The new store erected last fall is a decided Improvement at this post.

David Donaldson, apprentice clerk at Little Grand Rapids, accompanied the district manager to Winnipeg for attention to his eyes.

The district manager visited The Pas in April on business.

G. Duddy, Gillam, reports bad outbreak of typhoid fever at that point in April.

The district manager visited Fort Alexander first week in May. A. M. Chalmers states that affairs have been quiet all winter at that point, owing to scarcity of fur.—*S. J. C. Cumming.*

Superior-Huron District

Red Lake—O. E. Butterill made a hurried visit to Winnipeg in April on account of the ill health of his father.

Osnaburgh—As this post is on the route from the Canadian National Railway to Pickle Lake, Crowe River and Shuniah Lake mining areas, much activity is expected in this direction this summer.

Lac Seul—A new apprentice, E. J. Lucas, was appointed to the service in April, and is at this post receiving training.

Woman Lake—C. V. Davidson, late of Peterbell outpost, has been transferred to the charge of this post, replacing Nels Anderson, who has retired from the service.

Fort Hope—A. Flett, from York Factory district, was transferred to the charge of this post in March, relieving Frank Seguin, who had to come out on account of bad health.

Sioux Lookout—Both the Western Canada Airways Company and the Northern Aerial Minerals Exploration Limited transferred their offices from Hudson to Sioux Lookout last fall, and generally the mining men make Sioux Lookout their starting off point for various places in the north.

Graham—On account of the early close season for the taking of numerous fur bearing animals, business at Graham has been rather quiet during the past winter.

Hudson—J. Paul Chouinard, from Senneterre, was appointed storekeeper in place of George Russel, who left the service to enter the employment of Western Canada Airways.

Nick Williamson, formerly of Red Lake and Missanabie posts, was reinstated and given the position of bookkeeper in place of E. J. Haight, who was transferred to Barriere as post manager.

Pine Ridge—H. B. Boyce, bookkeeper, was married in April, and we extend to Mr. and Mrs. Boyce our congratulations and best wishes.

J. I. Williams joined the staff as an apprentice clerk in April.

John Grant was transferred in April to the charge of Peterbell outpost on the Canadian National Railway.

Cat Lake—A new store is being erected and other improvements being made, and we hope to take care of all business that comes our way. Mr. McCauley, the recently appointed post manager, looks forward to taking care of this new class of business.

Minaki—Congratulations to the eldest daughter of L. Yelland on her graduation at Winnipeg as nurse.

A new warehouse and clerks' dwelling accommodation is being erected at this post, and when completed we expect to have a well set out post.

T. M. Taylor, apprentice clerk, has been transferred from Gogama, in order to further his training in fur trade work.

Lansdowne House—An entire new set of buildings is being erected at this post, which we hope to complete by next fall. There being nothing but canoe transportation into this vicinity, logs are being used, but of up-to-date construction and finish, in the regular Hudson's Bay Company fort style.

H. A. Halvorson, the post manager, who has not been out to civilization for several years, is looking forward to a trip out to see the bright lights this summer.

George Luker has been recently appointed to the service and arrived at Lansdowne House in March.

Bucke—A new set of buildings is being erected close to the railway station. Mr. Mousseau, the post manager, and George Morrison, his assistant, promised service in its real meaning.

Montizambert—W. H. Hutton was transferred from Saskatchewan district to the charge of this post in April, replacing R. P. Mills, retired from the service.

Long Lake—S. A. Taylor visited North Bay in February, discussing the future prospects in that vicinity.

J. H. Williams was transferred from Cat Lake to Long Lake in December as general assistant.

Peterbell—On the transfer of C. V. Davidson to the charge of Woman Lake post, John Grant, the assistant from Pine Ridge, was placed in charge.

John Grant was married to Miss Manning in April, and we extend to Mr. and Mrs. Grant congratulations and best wishes.

Grand Lac—Winter freighting by horses was satisfactorily completed between Senneterre and Depot Portage, and in view of the lack of employment to Indians, it has been decided to give them the work of freighting this summer from Depot Portage to the post, instead of outsiders, as has been the case in the past.

La Sarre—The la Sarre Indians, as has always been their habit, which is different to that of other Indians situated on the railway line, have again gone away hunting at far away distances and only visited the post occasionally throughout the winter. The catch has been poor, but nevertheless, considering the scarcity of fur and sickness experienced by the Indians, they have done well.

Barriere—E. J. Haight took charge of this post in March, replacing R. U. Lamb, retired from the service.

The erection of the power dam at Lake Cabogna, in the vicinity of this post, is going to raise the waters of the lake to the extent that many of the buildings will be flooded. New buildings are therefore being erected this summer to take care of the situation.

Mattice—The interior of the store has all been redecorated, beautifully white, and the fine impression gained by customers will be noted from an Indian's remark, when he said on entering the store the first time after it had been redecorated, "No more sick me." The outside of the store is also to be redecorated in standard colours.

Senneterre—John Noble was transferred from Minaki post to this post in December as bookkeeper and general assistant.

A new site has been purchased on the busiest street in our town, and a new set of buildings are to be erected this summer.

Temagami—S. R. Thorpe, post manager, returned to the post after leave of absence, which he spent in Southern Ontario and the States. Mr. Thorpe feels much better as a result of the change, and looks forward to an active and big tourist business this summer.

Island Falls—Unfortunately, Wm. Gregory, the post manager, had an accident to his kneecap, which necessitated his visiting a doctor at Cochrane.

An outpost has been established at the end of the steel on the extension of the Temiskaming and Northern Ontario railway at mile 96½, so that the travellers from the James Bay district who come out in that direction can have their wants catered to.

English River—Mrs. D. H. Snape spent the winter at Montreal.

Congratulations to Mr. and Mrs. Snape on the arrival of the baby.

GENERAL

On the occasion of C. D. Twiner's marriage to Miss Marguerite St. Pierre, which took place at North Bay on Thursday, 25th April, and Mr. Twiner's transfer from the position of assistant district accountant at North Bay to that of district accountant for the Athabasca district at Edmonton, the Superior-Huron district office staff presented him with a silver tea service and tray. Factor J. Bartleman made the presentation, expressing the best wishes of the staff to Mr. Twiner on his transfer, and also to himself and Mrs. Twiner long life and happiness.

Inspector J. W. Anderson, also has been on the road since early in January visiting Sioux Lookout, Hudson, Pine Ridge, Red Lake, Woman Lake, Cat Lake, Osnaburgh, Lake Savant, Bucke, Allenwater, Mattice, Island Falls, is at present at Coral Rapids outpost at the end of the extension of the Temiskaming and Northern Ontario railway.

Inspector J. J. Barker has also spent the greater portion of this year at Temagami, Montizambert, Nipigon, Graham, and Nipigon House.—*Factor J. Bartleman.*

We cannot command veracity at will; the power of seeing and reporting truly is a form of health that has to be delicately guarded, and as an ancient rabbi has solemnly said: "The penalty of untruth is untruth."—*George Eliot.*

Molly Cassidy—Shure, Pat, I had a certificate of character, but I lost it comin' over. Phwat shall I do?

Pat Murphy—Niver mind, Molly; I'll write ye wan.

And this is what he wrote: "This is to certify that Molly Cassidy had a good character before she left the ould country, but losht it on shipboard coming over!"

Western Arctic

R. H. G. Bonnycastle

The Fur Trade Commissioner announces that the Governor and Committee in London, through the Canadian Committee, have appointed R. H. G. Bonnycastle as district manager for Western Arctic. We congratulate Mr. Bonnycastle on his promotion and wish him every success.

St. Lawrence-Labrador District

The fur trade commissioner and the district manager returned from England on 9th March, and the former left for Winnipeg the same night.

During February and March, Mr. Hodkisson visited Manowan, Obijuan, Weymont, Oskelaneo and Pointe Bleue posts.

Apprentices Wilson and Evershed were transferred to Prince Edward Island during the latter part of February and are studying fox farming at the McLure and MacKinnon silver fox farms there.

Messrs. McLure and MacKinnon were in Montreal in March and reported conditions at the fox farms as being satisfactory.

G. A. Fowlie, called on his way from England to York Factory.

Mr. and Mrs. Ambrose, recently married in Scotland, proceed to James Bay district, where Mr. Ambrose is a post manager.

We also have a bride-to-be waiting to go by the same route to James Bay, in the person of Miss Coulter, who arrived from Scotland and is to be married to Walter Watt, of Albany.

Angus Milne returned from the Old Country in March and has gone to Havre St. Pierre on the Gulf.

S. H. Parsons spent a few days in Montreal recently, but has since returned to St. John's. A. Mercer, who has been employed in the fur room for some time, accompanied Mr. Parsons to St. John's.

A. McPherson, of the Montreal office staff, and Apprentice Wynd, who recently arrived from England, had both to be operated upon for appendicitis within a fortnight of each other. At the time of writing, Mr. Wynd is back at work again, while Mr. MacPherson is rapidly recovering.

A. G. Miles was transferred from Montreal to St. John's at the beginning of April. Mr. McNamara, who was accountant of St. John's, has transferred to Job Bros. & Co. Limited.

It will be a matter of regret to all our northern men to learn that Dr. R. B. Stewart, who has been senior medical officer with us for a number of years, has had to give up the northern work owing to the increasing demands of his private practice in Toronto. The doctor was a great social asset to the bay voyage, and we regret his going.

Drs. Clothier and Chisholm are to accompany the *Nascopie* and the *Ungava* respectively this season. Dr. Clothier spent the winter of 1927-28 with the Canadian government expedition at Stupart's Bay and is already known to a number of our men.

Sir Wilfred T. Grenfell was a visitor at the office recently, Sir Wilfred was looking remarkably well, and continues to show the same interest and enthusiasm in the Labrador work as he always did.

Archdeacon Fleming has also been in the city on a few occasions lecturing and showing his motion pictures.

We learn that the Rev. C. W. L. and Mrs. Bailey are to take up the mission work at Lake Harbour.

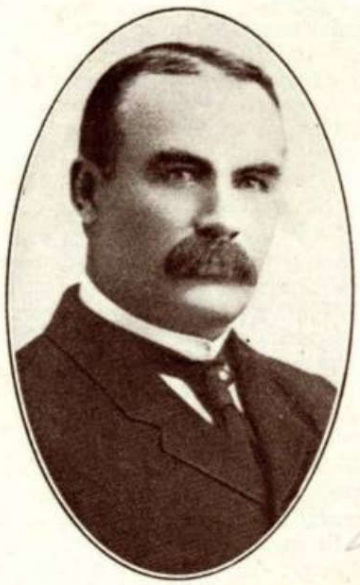
The Newfoundland seal fishery is about over at the time of writing. News has just been received that the steamer *Florencia* has been lost at the seal fishery, but that all the crew had been taken on board the *Nascopie*.

The last news we had from the *Fort James* was that all was well with the little party at the North Magnetic Pole, although even in April the weather was still inclined to be wintry—somewhere about thirty below. Even in that remote region, however, they had had a couple of visitors, in the persons of Major Burwash, of the Department of the Interior, and W. E. Brown, in charge of our tractor transport between Wager Inlet and Cockburn Bay.

P. Maloney, of Seven Islands, spent a day or two in town recently buying his spring requirements. Messrs. Henry and Abe Ford were also in town. The former has gone to Newfoundland to finish his furlough, and the latter down the Gulf to assist at the fisheries.

We also had visits from our three pensioners, Will Galbraith, W. E. Swaffield and Fred Gaudet. Messrs. Swaffield and Gaudet, usually call on us once in a while, but it is a long time since Mr. Galbraith has been in. We also recently visited W. R. Hamilton, of Lachine. —*Chief Factor Ralph Parsons.*

J. H. Stanger



John H. Stanger, who was in charge of Lower Fort Garry from 1893 to 1911, passed away at his home at East Lockport 1st March, 1929.

Mr. Stanger joined the service of the Company at Stromness, Orkney, in June, 1863, came out via the Bay and was employed for a time at Fort Edmonton. In 1868 he was transferred to Fort Garry. He took part in the Fenian raid of 1871 and acted as paymaster on the Dawson route.

He was in charge of the Portage la Loche brigade for a season, then in 1893 was placed in charge at the Lower Fort, where he remained until trading ceased there in 1911.

After he retired from the service, he went in business for himself in a modest way at East Lockport.

Hudson's Bay Company.

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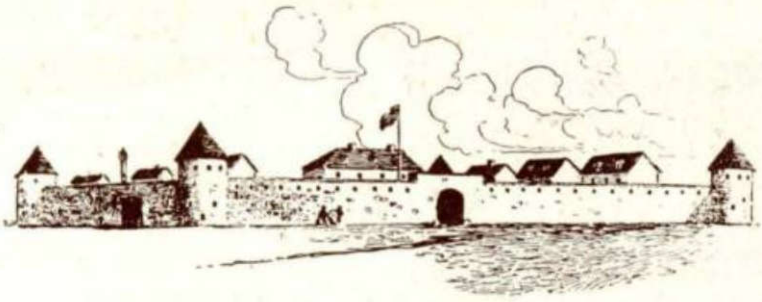

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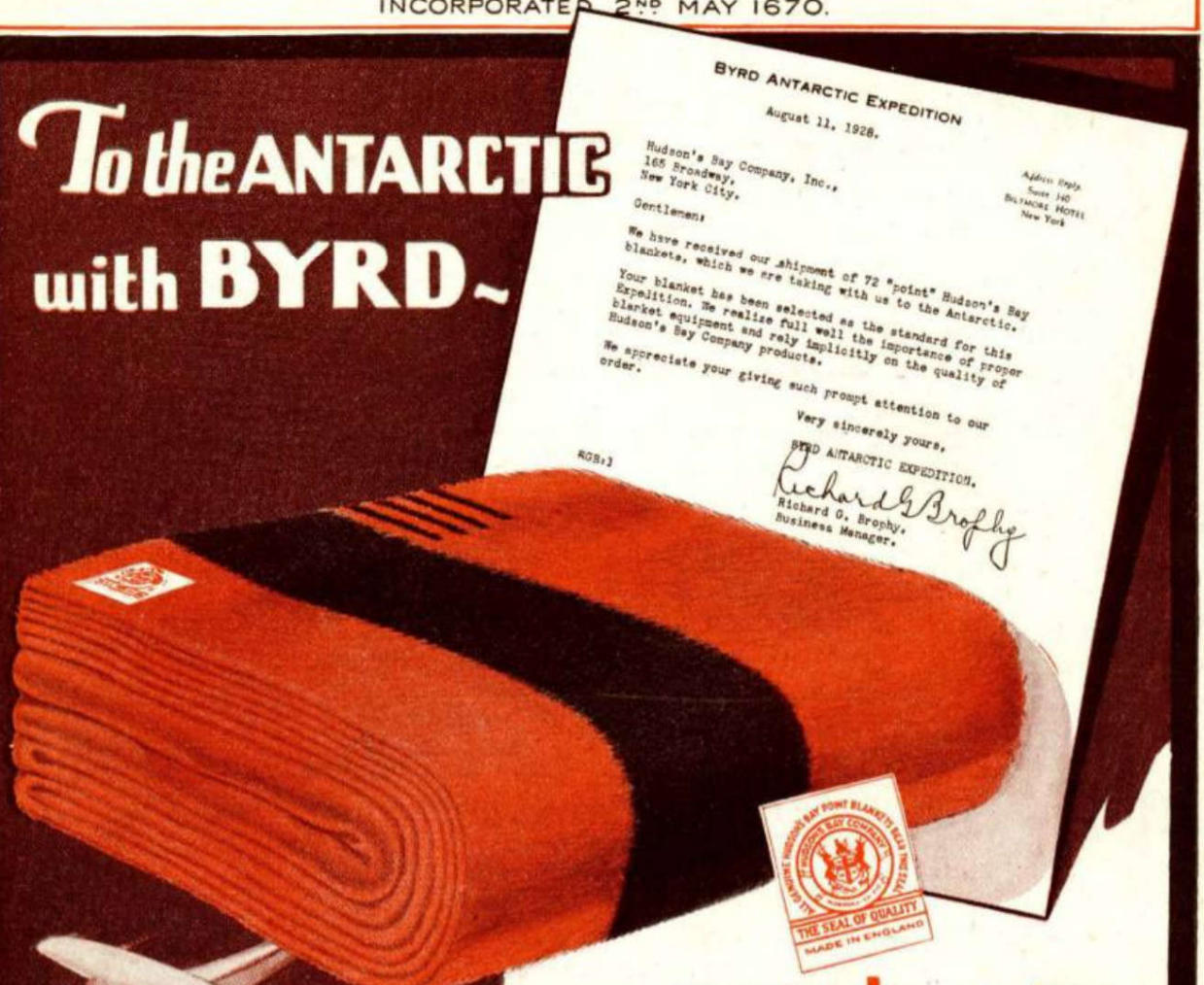
To the ANTARCTIC with BYRD~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Very sincerely yours,
BYRD ANTARCTIC EXPEDITION,
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Business Manager.
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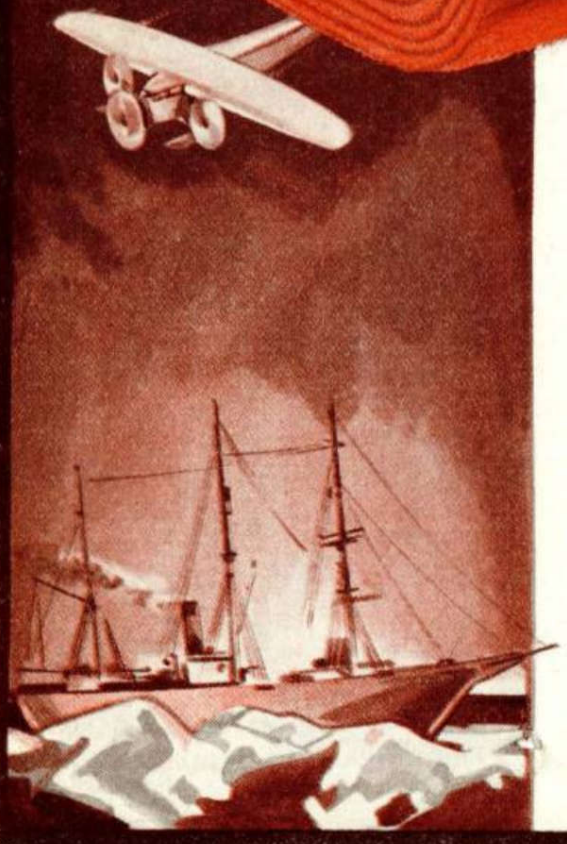

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